

SITE INVESTIGATION OF BRIDGES ALONG I-24 IN WESTERN KENTUCKY





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Research Report KTC-06-21/SPR206-00-2F

SITE INVESTIGATION OF BRIDGES ALONG THE I-24 IN WESTERN KENTUCKY

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> in cooperation with Transportation Cabinet Commonwealth of Kentucky

> > And

Federal Highway Administration U.S. Department of Transportation

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16. Abstract

Determination of the seismic risk of the I-24 bridges requires evaluating the current condition of all individual elements of the bridges. All bridges along the I-24 were visually inspected, pictured, and the records were stored in a database. Data of the visual inspection and the pictures were combined to form the completed site inspection forms of the I-24 bridges. Main visually observed deficiencies of the bridge elements were pointed out. The site inspection forms of all bridges on/over the I-24 in western Kentucky are used together with the bridge inventory to obtain different statistical figures regarding the characteristics of the bridges. The site inspection forms are considered to be a source that provides images of the existing conditions, assists in pre-earthquake preparation plans, and forms the basis to develop post-earthquake emergency response, inspection, and evaluation plans.

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EXECUTIVE SUMMARY

Many bridges on/over Interstate 24 (I-24) were designed prior to the implementation of stringent seismic design specifications and were not constructed to withstand severe seismic events. Because of their close proximity to the New Madrid Seismic Zone, considerable damage to the I-24 bridges in western Kentucky may result if an earthquake occurs. The Commonwealth of Kentucky sponsored a research project to evaluate the seismic vulnerability along the I-24 bridges and their embankments in western Kentucky. The study includes identifying the seismic risk associated with eighty two bridges on I-24, forty five bridges over I-24, and resulting in a total of 127 bridges. Determination of the seismic risk of the I-24 bridges requires evaluating the current condition of all individual elements of the bridges. Therefore, it was necessary to visually inspect each bridge site along the I-24.

One objective of the site inspection is to have an informative source of accurate bridge records, which are required to identify, rank, and prioritize seismically vulnerable bridges and their embankments either on or over the I-24 in western Kentucky. Another objective of the site inspection is to provide state engineers and other transportation officials with information delineating the current conditions of the I-24 bridges in order to facilitate future comparisons with post-earthquake conditions immediately after possible occurrence of an earthquake. Through these comparisons, significant changes can be reported, and further insight studies can be carried out. All bridges along the I-24 were visually inspected, pictured, and the records were stored in a database for future references. The completed site inspection form includes five sections to report the screening observations regarding each bridge's general attributes or features, superstructure, bearings, substructure, and other relevant observations/comments. Any observed deficiencies of the bridge elements were pointed out.

Data of the visual inspection and the pictures were combined to form the completed site inspection forms of the I-24 bridges. Over 1500 pictures were taken for the main components of the bridges from different angles. The completed site inspection forms of all bridges on/over the I-24 in western Kentucky are provided in this report, and are used together with the bridge inventory to obtain different statistical figures regarding the characteristics of the bridges. The CD is considered to be an invaluable source that provides images of the existing conditions, assists in pre-earthquake preparation plans, and forms the basis to develop post-earthquake emergency response, inspection, and evaluation plans.

NOTE: This report is the second (2 nd) in a series of seven reports for Project SRP 206: "Seismic Evaluation of I-24 Bridges". The seven reports are:					
Report Number:	Report Title:				
(1) KTC-06-20/SPR206-00-1F	Seismic Evaluation of I-24 Bridges and Embankments in Western Kentucky – Summary Report				
(2) KTC-06-21/SPR206-00-2F*	Site Investigation of Bridges along I-24 in Western Kentucky				
(3) KTC-06-22/SPR206-00-3F	Preliminary Seismic Evaluation and Ranking of Bridges along I-24 in Western Kentucky				
(4) KTC-06-23/SPR206-00-4F	Detailed Seismic Evaluation of Bridges along I-24 in Western Kentucky				
(5) KTC-06-24/SPR206-00-5F	Seismic Evaluation of the Tennessee River Bridges on I-24 in Western Kentucky				
(6) KTC-06-25/SPR206-00-6F	Seismic Evaluation of the Cumberland River Bridges on I-24 in Western Kentucky				
(7) KTC-06-26/SPR206-00-7F	Seismic Evaluation and Ranking of Bridge Embankments along I-24 in Western Kentucky				

^{*} Denotes current report

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1. INTRODUCTION

In 1998, the Federal Highway Administration sponsored a research project to identify critical links along highways in western Kentucky. The I-24, which is one of the most vital transportation links that crosses seven counties in western Kentucky was identified as a high priority route and as an emergency route for the city of Memphis, Tennessee. Because of their close proximity to the New Madrid Zone, considerable damage to the I-24 bridges in western Kentucky area may result if an earthquake occurs. Due to its importance, the I-24 has to remain open in the event of a major earthquake. The Commonwealth of Kentucky sponsored a research project to evaluate the seismic vulnerability of the I-24 bridges and their embankments in western Kentucky. The study includes identifying the seismic risk associated with eighty one bridges on the I-24 and forty five bridges over the I-24, and resulting in a total of 127 bridges. The I-24 crosses seven counties in western Kentucky as shown in Figure 1. Many bridges on/over the I-24 were designed prior to the implementation of stringent seismic design specifications, and were not constructed to withstand severe seismic events.

Determination of the seismic risk of the I-24 bridges requires evaluating the current condition of all individual elements of the bridges. Therefore, it was necessary to visually inspect each bridge site along the I-24. One objective of the site inspection is to have an informative source of accurate bridge records, which are required in the current study to identify, rank, and prioritize vulnerable bridges and their embankments either on or over the I-24 in western Kentucky. Another objective of the site inspection is to provide state engineers and other transportation officials with information delineating the current conditions of the I-24 bridges in western Kentucky in order to facilitate future comparisons with post-earthquake conditions immediately after the occurrence of an earthquake. Through these comparisons, significant changes can be reported, and further insight studies can be carried out. All bridges along the I-24 were visually inspected, pictured, and the records were stored in a database for future references. Data of the visual inspection and the pictures were combined to form the completed site inspection forms of the I-24 bridges. Over 1500 pictures were taken for the main components of the bridges from different angles. The pictures form a valuable source that assists in pre-earthquake evaluation studies as well as post-earthquake inspection.

2. SITE INSPECTION OF BRIDGES

The completed site inspection forms represent a significant supplement to the "as-built" bridge plans. A comprehensive inventory of the bridges was compiled by review of the "as-built" bridge plans, construction and maintenance records, and site inspection forms. For compilation of the bridge inventory, necessary data pertinent to characteristics, year of construction, and attributes of the bridges was collected in order to have a seismic evaluation information system. Data was organized and processed through a database utilizing Microsoft Access. The I-24 bridge inventory that is shown in Table 1 provides an essential data record, which is utilized for risk assessment of the I-24 bridges and their associated embankments.

3. SITE INSPECTION FORMS

All elements of the bridges on/over the I-24 in western Kentucky were visually inspected. The observations and comments are reported in the site inspection form specifically prepared for each designated bridge. Each site inspection form includes five sections to report the screening observations regarding the bridge's general attributes or features, superstructure, bearings, substructure, and other relevant observations and/or comments. Each bridge is identified by a bridge bin number. The bridge bin number represents information regarding the county through which the bridge passes, the route and the bridge number.

The reported general characteristics include information regarding the crossing at the bridge site, year of completion of the construction, location of the bridge on or over the I-24, detour length in miles, latitude, and longitude of each bridge. Notes to report if modifications have been made, if the bridge crosses a body of water, if the bridge was seismically retrofitted, and if the bridge is of the culvert type are included for each bridge.

The site inspection of the superstructure of each bridge focused on questioning the existence of box girders, visibility of lateral movement under traffic loading, skewing of the bridge, unusual gap or offset at an expansion joint. Additionally, the possibility of the bridge to collapse during an earthquake after toppling failure of the bearings, the integrity of the superstructure with the abutments, and any instability that might occur due to the gross movement of the bridge are reported based on the visual assessment of the current condition of the elements of the bridge.

The bearing types and conditions for each bridge are reported. The bearing is one of five possible types: rocker, roller, elastometric, sliding or multi-rotation. The possibility of overturning during a seismic event, existence of pedestals, whether or not girders are supported on individual pedestals or columns, and the existence of continuous bearing seats under the abutment end-diaphragms were investigated. Furthermore, the existence of exterior girders supported on the seat edge at the top of the columns was investigated for bridges with less than

three girders, and the longitudinal support length measured in a direction perpendicular to the support was reported.

Visual inspection of the characteristics of the substructure for each bridge included observations regarding any horizontal or vertical movement at the abutments, columns or piers, as well as observations regarding any unusual or extensive erosion of soil at or nearby any of the substructure elements of the bridge. The type of connection between the concrete columns and the superstructure is observed. The abutment type, and the possibility of slope failure during a seismic event are reported.

The last section of the site inspection form is used to either report any unusual visual observation or detail a point that was provided in any previous section of the form. Pictures to point out the current condition of the different elements of the bridge, the global view of the bridge, or a certain visual observation are provided in the last section of the site inspection form of each bridge. A compact disc (CD) that includes all pictures is attached to this report. The completed site inspection forms of all bridges along the I-24 are provided (Form 1 to Form 43), and the completed site inspection forms of all bridges over the I-24 are provided (Form 44 to Form 82). The CD is considered to be an invaluable source that provides images of the existing conditions, assists in pre-earthquake preparation plans, and forms the basis to develop post-earthquake emergency response, inspection, and evaluation plans.

4. CHARACTERISTICS OF THE I-24 BRIDGES

The aforementioned observations of all bridge on/over the I-24 in western Kentucky are reported, and are used, together with the bridge inventory, to obtain different statistical figures.

The I-24 passes through McCracken, Marshall, Livingston, Lyon, Trigg, Caldwell, and Christian counties in western Kentucky (Fig. 1). Lyon and Marshall Counties are located approximately 72 miles and 60 miles northeast of the center of the New Madrid seismic zone, respectively. McCracken County, located approximately 45 miles northeast of the center of the New Madrid seismic zone has the largest number of bridges among all other counties with an average of two bridges per mile. According to the geographic locations of the counties through which the I-24 passes, the seismic risk is roughly of two categories. The first category, which includes McCracken, Marshall, Livingston, and Lyon counties, faces a high risk of damage during an earthquake because of its proximity to the New Madrid seismic zone. Therefore, the seismic adequacy of the bridges in McCracken, Marshall, Livingston, and Lyon counties is questionable. The second category, which includes Trigg, Caldwell, and Christian counties, is expected to have a comparatively lower seismic risk than that the first category. Sixty five percent of the total bridges along the I-24 are located in the counties of the first category, excluding bridges that were constructed after 1974 in Livingston County.

The 127 bridges are categorized based on their characteristics including: structural type, structural length, number of spans, maximum span length; skew angle, construction materials, and bearing types. The number of spans and the structural type of the bridges on/over the I-24 vary such that two-span continuous composite steel girder, two-span reinforced concrete box girder, one-span steel, four-span continuous composite steel girder, multi-span steel plate girder, and reinforced concrete culverts are encountered.

Built within the same period, most bridges over the I-24 are quite similar in their material and structural types. Of the bridges over the I-24, there are 40 two-span continuous composite steel girder bridges. Three bridges are two-span reinforced concrete box girder bridge. There are two one-span steel bridges and one four-span continuous composite steel girder bridge. Excluding the Cumberland River Bridges, the Tennessee River Bridges, and a few other bridges, the structural length of all other bridges is less than 152.4 m (500 ft).

Compared with bridges crossing over the I-24, a wider range of structural systems is used for the bridges actually on the I-24. Of the 82 bridges on the I-24, 38 pairs of parallel bridges are constructed in the west and eastbound lanes, in addition to five reinforced concrete culverts. Excluding the long bridges that cross waterways, the maximum span length of the majority of the bridges on the I-24 varies, with many being in the range of 45 feet to 200 feet.

The main girders of the superstructure of each of the Cumberland River Bridges are of a steel plate-girder type, with a total length of 509 m (1671 ft). This bridge consists of six spans, including three approach spans. The three main spans are supported on three concrete piers and one abutment. The superstructure of the Tennessee River Bridge is of a steel plate-girder arch type. This bridge consists of nine spans symmetrically located on both sides of the arch span with a total length of 643 m (2110 ft), and a maximum span length of 163 m (535 ft). Twenty-six main suspended steel wires (13 on one side) are vertically attached to the arches and the floor system.

Eighty three percent of the bridges are skewed, 13 percent have a skew angle exceeding 40 degrees, and the remaining 17 percent of the bridges are not skewed. The distribution of the 127 bridges among the seven counties of western Kentucky is shown in Table 2. The highest Number of bridges is found in McCracken County (38 bridges), followed by Lyon County (27 bridges), Marshall county (21 bridges), Christian County (20 bridges), Trigg County (11 bridges), Livingston County (seven bridges), and Caldwell County (three bridges).

Fifty percent of the bearings are of the rocker type, 40 percent are of the roller type, and 10 percent are of the elastometric type.

Minor to extensive corrosion at abutments was commonly observed in several bridges. Problems encountered in some of the bridges are highlighted in the site inspection forms, some examples are: rotation of the superstructure of bridge # 73-0024-B00114 on the I-24, holes in front of abutment within the perm of bridge # 73-0024-B00120 on the I-24, partial failure of the abutment for bridge # 73-0024-B00114, and bridge # 24-0024-B00130 on the I-24.

The site inspection revealed different points that should be considered and were clarified by detailed pictures. Some examples are: the absence of lateral sheer keys at abutments of bridge # 79-0024-B00114 on the I-24, the distance to the back wall from the girder end may be large enough to permit too much rotation of the bearings for bridge # 70-0024-B00063 on the I-24, and there is cracking of pavement on bridge # 24-0024-B00090 on the I-24.

5. CONCLUSIONS

The objective of this study is to evaluate the seismic vulnerability of 127 bridges and their embankments on/over the I-24 in western Kentucky. Determination of the seismic risk of the I-24 bridges requires evaluating the current condition of all individual elements of the bridges.

All bridges along the I-24 were visually inspected, pictured, and the records were stored in a database for future reference. Data of the visual inspection and the pictures were combined to form the completed site inspection forms of the I-24 bridges. The site inspection forms include five sections to report the screening observations regarding each bridge's general features, superstructure, bearings, substructure, other relevant or and observations/comments. Any visually observed deficiencies of the bridge elements were pointed out. A compact disc (CD) that includes all pictures is attached to this report. The provided site inspection forms of all bridges on/over the I-24 in western Kentucky are used together with the bridge inventory to obtain different statistical figures regarding the characteristics of the bridges. The CD is considered to be an invaluable source that provides images of the existing conditions, assists in pre-earthquake preparation plans, and forms the basis to develop post-earthquake emergency response, inspection, and evaluation plans. The site inspection forms provide an informative source of accurate bridge records, which are required to identify, rank, and prioritize seismically vulnerable bridges and their embankments either on or over the I-24 in western Additionally, the site inspection forms can provide state engineers and other transportation officials with information delineating the current conditions of the I-24 bridges in order to facilitate future comparisons with post-earthquake conditions immediately after possible occurrence of an earthquake. Through these comparisons, significant changes can be reported, and further insight studies can be carried out.

Form 1: Inspection of Bridge # 73-0024-B00100 and Bridge # 73-0024-B00100P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

P 6 6 C	or bridge wi	HOIT IS IC	catca we	estbound on 1-2	,					
	Crossing Ohio River Bridge Number- 73-0024-B001 Parallel					-0024-B0010	00 and			
AL	Year Built	1968	County	McCRACKEN	Deto	ur Length (Mile	les)			
83							se list them			
GENERAL	Have modi			de since the bride	ge was o	constructed? →				
핉	No.									
0	Does the bridge cross a body of water? Yes No 1									
	Has the bridge been seismically retrofitted? Yes No									
	Is it a rigid	box culv	ert?			Yes ÎNo				
ш	-			with the abutme	nts?	Yes No	Com	ments:		
ÜR				ain box girders?		Yes No				
<u> </u>				der traffic loading		Yes 「No				
-RU	Is the bridg toppling fai			in an earthquak s?	e after	Yes ⁽ No				
SUPERSTRUCTURE	Would gros instability?	s moven	nent of sup	erstructure caus	9	Yes ¹ No l				
ᆸ	Is the bridg	ge skewe	ed?			Yes No 1				
รเ	Is there an joint?	y unusua	al gap or o	ffset at an expar	sion	Yes ¹ No l				
	Type Ro	cker ^f Ro	oller ^í Elast	ometric Pad Slid	ling Mu	lti-rotation ⁽	Condition	FAIR ¹		
	If there are	pedesta	als, are the	bearings likely t	o overtu	ırn in an eartho	quake?	Yes ⁽ No l		
BEARINGS	Does the b		h less tha	n 3 girders have	exterior	girder support	ed on the	Yes ÎNo Î		
ARII			ats, under	the abutment en	d-diaphi	ragm, continuo	us?	Yes No Î		
8E/	Are there any girders supported on individual pedestals or columns?)	Yes No 1		
	What is the longitudinal support length measured in a direction perpendicular to the support?									
R E	Is the abutment a cantilever earth-retaining abutment? Yes No 1									
2	Are the rei	nforced o	concrete c	olumns monolith	c with th	ne superstructi	ure?	Yes ÎNo Î		
RUCTURE				movement or tilti				Yes ÎNo Î		
SUBSTR	Is there unusual or extensive erosion of soil at or near any of the substructure units? Yes No									
SUI								Yes ⁽ No		
OTHER	¹ Corrosic abutments noticeable	is	ne steel	plates connect	ed to	the				

Form 2: Inspection of Bridge # 73-0024-B00101 and Bridge # 73-0024-B00101P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing		ER RELOC	CATED NOBLE RD	Bridg	e Number- 73	-0024-B0010)1 and	
				T	Paral			_	
	Year Built	1968	County	McCRACKEN	Detoi	ur Length (Mile	es)		
\ \frac{\frac{1}{2}}{2}	Latitude	0;	L 37D 06.49	I 7M Longitude	08	38D 41.516M	If ves. Plea	se list them	
GENERAL	Have modi			de since the bridge			(Structure	or load).	
3E	No.) (
	Does the b			of water? ally retrofitted?		Yes ÎNo Î Yes ÎNo Î			
	Is it a rigid			any retrontled?		Yes No			
				with the abutment	s?	Yes ÎNo	Com	ments:	
RE				ain box girders?		Yes ÎNo Î			
CTC	Is there late	eral mov	ement un	der traffic loading?	١	Yes ÎNo Î			
SUPERSTRUCTURE	toppling fai	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?							
ERS	Would gros instability?								
	Is the bridg	<u> </u>				Yes No i			
S	Is there an joint?	Is there any unusual gap or offset at an expansion Vas ÍNa 🎚							
	Type F	Condition	FAIR 1						
	If there are		Yes ⁽ No						
<u>89</u>	Does the b	ed on the	Yes ¹ No						
	seat edge? Are the bea	us?	Yes No î						
BEARINGS				ed on individual p				Yes No î	
<u> </u>		e longitud	• •	ort length measur				16 in	
₹			antilever	earth-retaining abu	ıtment?)		Yes No í	
5	Are the rei	nforced o	concrete c	olumns monolithic	with th	e superstructu	ure?	Yes ¹ No	
RUCTURE	Is there ho piers?	rizontal o	or vertical	movement or tiltin	g of the	abutments, c	olumns or	Yes ÎNo	
SUBSTF		usual or	extensive	erosion of soil at	or near	any of the sub	ostructure	Yes ÎNo Î	
SU	Do you thir	nk abutm	ent-slope	failures are possi	ole in a	n earthquake?)	Yes ¹ No	
Corrosion of the steel plates connected to the abutments is noticeable.									

Form 3: Inspection of Bridge # 73-0024-B00102 and Bridge # 73-0024-B00102P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing	3-0024-B00	102 a	and					
			T		Parall	el			
4	Year Built	1969	County	McCRACKE N	Detou	ır Length (M	liles)		
<u> </u>	Latitude	037	D 05.841M	Longitude	0880	0 41.277M	If yes. Plea	If yes. Please list them	
GENERAI				nce the bridge w	as con	structed?→			
9 9	No.	alalara ana	b - d f -		1 1	(ÎA/- Î			
			s a body of v seismically r			'es ⁽ No ('es (No (
	Is it a rigid			etronited?	_	es No			
				the abutments?		es ÎNo Î	Com	men	ts:
JRE	Does the s	uperstruct	ure contain l	oox girders?	Y	'es ⁽ No			
J.	Is there lat	eral mover	ment under t	raffic loading?	Y	'es ÍNo Í			
SUPERSTRUCTURE	Is the bridg toppling fai								
ERS.	Would gros instability?	Instability is poback wall fails							
	Is the bridg					es No î	movement.		
S	Is there an joint?	y unusual	gap or offse	t at an expansior) Y	'es ⁽ No (
	Type F	Rocker Ro	oller ^í Elaston	netric Pad [®] Slidin	g ^í Multi	-rotation ⁽	Condition	F	FAIR 1
	If there are	pedestals	, are the bea	arings likely to ov	erturn/	in an eartho	quake?	Υe	es ÎNo Î
BEARINGS	seat edge?	?		girders have exte		Υe	es ÎNo Î		
۸R	Are the bea	aring seats	s, under the	abutment end-di	aphragi	m, continuo	us?	Yε	es [No î
3E/	Are there a	any girders	supported of	on individual ped	estals c	or columns?	•	Υe	es No î
	What is the to the supp		nal support l	ength measured	in a dir	ection perpe	endicular		13 in
ŞE	Is the abut	ment a car	ntilever earth	n-retaining abutm	ent?			Υe	es î No î
<u>5</u>	Are the rei	nforced co	ncrete colun	nns monolithic w	ith the s	superstructu	ıre?	Ye	es ÎNo Î
RUCTURE	piers?			rement or tilting o				Υe	es ÎNo Î
SUBSTF	Is there un units?	usual or ex	xtensive ero	sion of soil at or	near an	y of the sub	structure	Υe	es ÍNo Î
SU	Do you thir	nk abutme	nt-slope failu	ıres are possible	in an e	arthquake?		Υe	es Í No Î
OTHER	¹ Corrosion of the bearings is noticeable.								

Form 4: Inspection of Bridge # 73-0024-B00103 and Bridge # 73-0024-B00103P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing	I-24 OVE	R P&L RA	AILWAY		dge Number 7 rallel	3-0024-B00	103 and			
AL AL	Year Built	1969	County	McCRACKEN	De	tour Length (M	(liles)				
GENERAL	Latitude Have modi No. I			Longitude since the bridge		38D 41.122M constructed?→		se list them or load).			
മ	Does the b	ridge cros	s a body o	f water?		Yes ÎNo					
				y retrofitted?		Yes No					
	Is it a rigid					Yes No					
ш	Is the supe	erstructure	integral w	ith the abutments	?	Yes ÎNo Î	Com	ments:			
ÜR		•		n box girders?		Yes No l					
CT				r traffic loading?		Yes ÎNo					
IRU	Is the bridg toppling fa										
SUPERSTRUCTURE	Would gros instability?										
<u>H</u>	Is the bridg	Is the bridge skewed? Yes No 1									
าร	Is there an joint?	y unusual	gap or offs	set at an expansion	n	Yes ÎNo					
	Type F	Rocker [†] Ro	oller ^í Elaste	ometric Pad ⁱ Slidi	ng i M	ulti-rotation (Condition	GOOD			
(0	If there are	•	Yes ⁽ No								
<u>39</u>			less than	3 girders have ex	erior	girder support	ed on the	Yes ÎNo			
BEARINGS	seat edge? Are the be		s, under th	e abutment end-c	iaphr	agm, continuo	us?	Yes ÎNo Î			
3E	Are there a	any girders	supported	d on individual pe	desta	ls or columns?)	Yes No Î			
	What is the to the supp		nal suppor	t length measured	l in a	direction perp	endicular	18 in			
Ä	Is the abut	ment a car	ntilever ea	rth-retaining abuti	nent?	?		Yes No أ			
Ę				umns monolithic v		•		Yes ÎNo			
rRUCTURE	piers?			ovement or tilting				Yes ÎNo			
SUBSTI	Is there un units?	usual or ex	ktensive e	rosion of soil at or	near	any of the sub	ostructure	Yes ÎNo Î			
SU	Do you thin	nk abutme	nt-slope fa	ilures are possibl	e in a	n earthquake?)	Yes ÎNo Î			
OTHER	Vegetation is growing around the abutment bearings.										

Form 5: Inspection of Bridge # 73-0024-B00104 and Bridge # 73-0024-B00104P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing I-24 OVER ILLINOIS Bridge Number 73-0024-B001									
	Crossing	I-24 OVE	ER ILLINC	OIS		lge Number 7 allel	3-0024-B00 ⁻	104 and		
	Year	1968	County	McCRACKEN		our Length (M	liles)			
¥	Built									
ER	Latitude			/ Longitude		8D 41.052M		se list them		
GENERAL	Have modi No. Î	fications b	een made	since the bridge v	vas co	onstructed?	(Structure	or load).		
GE	Does the b	ridae cros	s a hody o	ıf water?		Yes ¹ No 1				
				y retrofitted?		Yes No				
	Is it a rigid			y ronomicou.		Yes No i				
				ith the abutments?	,	Yes ⁽ No ⁽	Com	ments:		
JRE	Does the s	uperstruct	ure contai	n box girders?		Yes ¹ No ¹				
СТ	Is there lateral movement under traffic loading? Yes									
TRU	Is the bridg toppling fai									
SUPERSTRUCTURE	Would gros instability?									
∥ H	Is the bridg	je skewed'	?			Yes No Î				
SI	Is there an joint?	y unusual	gap or offs	set at an expansion	n	Yes ÎNo Î				
	Type F	Rocker ⁱ Ro	oller ⁱ Elaste	ometric Pad Slidin	g Mı	ulti-rotation ⁽	Condition	N/A		
40	If there are pedestals, are the bearings likely to overturn in an earthquake?									
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?									
٩RI	Are the bea	aring seats	, under th	e abutment end-di	aphra	agm, continuo	us?	Yes ¹ No ¹		
3E,	Are there a	ny girders	supported	d on individual ped	estal	s or columns?	1	Yes ⁽ No ⁽		
	What is the to the supp		nal suppor	t length measured	in a d	direction perpe	endicular	16 in		
₹	Is the abut	ment a car	ntilever ea	rth-retaining abutm	nent?			Yes ÎNo Î		
<u>5</u>	Are the rei	nforced co	ncrete col	umns monolithic w	ith th	e superstructu	ıre?	Yes ÎNo Î		
RUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tilting of	of the	abutments, c	olumns or	Yes ÎNo Î		
SUBSTF	Is there un units?	usual or ex	ktensive e	rosion of soil at or	near	any of the sub	ostructure	Yes ¹ No ¹		
SUI	Do you thir	nk abutmei	nt-slope fa	ilures are possible	in ar	n earthquake?	1	Yes No í		
No inspection was performed from under the bridge due to excessive vegetation / inaccessibility.										

Form 6: Inspection of Bridge # 73-0024-B00105 and Bridge # 73-0024-B00105P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

1 10	which is located westbound on I-24)										
	Crossing	I-24 OVE	R US-60			dge Number 7 allel	3-0024-B00	105 and			
AL AL	Year Built	1969	County	McCRACKEN	Det	tour Length (M	liles)				
\ <u>\</u>	Latitude	037	D 04.708N	/ Longitude	08	8D 40.848M	If yes. Plea	se list them			
GENERAL		fications b	een made	since the bridge	was c	onstructed?→					
Ä	No.				-						
	Does the b					Yes No					
				y retrofitted?		Yes No Yes No					
	Is it a rigid			(4)- 4) 4	0		Com	ments:			
Щ				ith the abutment	5?	Yes No l	Com	ilielits.			
J.		•		n box girders?		Yes ÎNo Î Yes ÎNo Î					
5	Is there lat										
TRU	Is the bridg toppling fai										
SUPERSTRUCTURE	Would gros instability?										
<u> </u>	Is the bridge	ge skewed'	?			Yes No 1					
S	Is there an joint?	y unusual	gap or offs	set at an expansi	on	Yes ÎNo Î					
	Type F	Rocker Ro	ller ^í Elaste	ometric Pad Slid	ing ^í Mu	ulti-rotation ⁽	Condition	FAIR 1			
	If there are pedestals, are the bearings likely to overturn in an earthquake?										
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?										
\ R			, under th	e abutment end-	diaphra	agm, continuo	us?	Yes No î			
3E/	Are there a	any girders	supported	d on individual pe	edestal	s or columns?	,	Yes No î			
	What is the to the supp		al suppor	t length measure	d in a	direction perpe	endicular	15 in			
П	Is the abut	ment a car	ntilever ea	rth-retaining abu	tment?	1		Yes ÎNo Î			
Ę	Are the rei	nforced co	ncrete col	umns monolithic	with th	e superstructu	ıre?	Yes ⁽ No			
RUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tilting	of the	abutments, c	olumns or	Yes ⁽ No			
SUBSTF	Is there un units?	usual or ex	tensive e	rosion of soil at o	r near	any of the sub	ostructure	Yes ÎNo Î			
SUE	Do you thir	nk abutmei	nt-slope fa	ilures are possib	le in ar	n earthquake?	•	Yes ⁽ No			
OTHER	¹ Corrosior	¹ Corrosion of the bearings is noticeable.									

Form 7: Inspection of Bridge # 73-0024-B00107 and Bridge # 73-0024-B00107P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing I-24 OVER PERKINS CREEK Bridge Number 73-0024-B00107 and										
	Crossing	1-24 OVE	IN PERNII	NO UREEK	Parallel	ibei 7	3-0024-000	107 and			
	Year	1967	County	McCRACKEN	Detour Leng	gth (N	liles)				
₹	Built	ļ	,			` `					
H H	Latitude			M Longitude	088D 40.6			se list them			
GENERAI	No.	fications b	een made	since the bridge w	as constructe	ed?- →	(Structure	or ioad).			
ច	Does the b	ridae cros	s a body o	of water?	Yes) ĺ					
				y retrofitted?	Yes No						
	Is it a rigid	box culver	t?		Yes ¹ No	اً ر					
Ш	Is the supe	erstructure	integral w	ith the abutments?			Com	ments:			
UR	Does the s	uperstruct	ure contai	n box girders?	Yes ¹ No						
CT				r traffic loading?	Yes ¹ No	اً ر					
TRU	Is the bridg toppling fa										
SUPERSTRUCTURE	Would gros										
J D	Is the bridg				Yes No	اً ر					
S	Is there an joint?	y unusual	gap or offs	set at an expansior	Yes No	ρĺ					
	Type F	Rocker ⁱ Ro	oller ^í Elasto	ometric Pad Slidin	g Multi-rotati	oni	Condition	Yes ⁽ No ⁽			
	If there are	pedestals	, are the b	earings likely to ov	erturn in an	eartho	juake?	Yes ÎNo Î			
BEARINGS	seat edge?	?		3 girders have exte	· ·			Yes ⁽ No ⁽			
AR	Are the be	aring seats	s, under th	e abutment end-di	aphragm, cor	ntinuo	us?	Yes ⁽ No ⁽			
3E,	Are there a	any girders	supported	d on individual ped	estals or colu	ımns?		Yes ÎNo Î			
	What is the to the supp		nal suppor	t length measured	in a direction	perpe	endicular	18 in			
ŞE	Is the abut	ment a car	ntilever ea	rth-retaining abutm	ent?			Yes ÎNo Î			
Ę	Are the rei	nforced co	ncrete col	umns monolithic w	ith the supers	structu	ıre?	Yes ÎNo Î			
RUCTURE	piers?			ovement or tilting o				Yes ÎNo Î			
SUBSTE		usual or ex	xtensive e	rosion of soil at or	near any of th	ne sub	structure	Yes ÎNo Î			
SU	Do you thin	nk abutme	nt-slope fa	ilures are possible	in an earthqu	uake?		Yes ⁽ No ⁽			
No inspection was performed from under the bridge due to excessive vegetation / inaccessibility.											

Form 8: Inspection of Bridge # 73-0024-B00111 and Bridge # 73-0024-B00111P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

bridge	lge which is located westbound on I-24)											
	Crossing	I-24 OVE	R BUCHN	IER		ige Number 7 allel	3-0024-B001	111 and				
AL A	Year Built	1971	County	McCRACKEN		our Length (M	liles)					
꼾	Latitude	037	D 03.888N	// Longitude	08	8D 39.960M	If yes. Plea	se list them				
GENERAL	Have modi	fications b	een made	since the bridge	vas co	onstructed?→	(Structure o	or load).				
G	Does the b	ridge cross	s a body o	f water?		Yes ÎNo						
				y retrofitted?		Yes ⁽ No						
	Is it a rigid	box culver	t?			Yes ÎNo						
111	Is the supe	erstructure	integral w	ith the abutments	?	Yes ¹ No 1	Comi	ments:				
URI	Does the s	uperstructi	ure contai	n box girders?		Yes ÎNo Î						
E	Is there lat											
IRU	Is the bridg toppling fai											
SUPERSTRUCTURE	Would gros instability?	Would gross movement of superstructure cause										
I I	Is the bridg	ge skewed'	?			Yes ÎNo Î						
S	Is there an joint?	y unusual (gap or offs	set at an expansio	n	Yes ¹ No 1						
	Type F	Rocker ⁱ Ro	oller ⁱ Elaste	ometric Pad Slidii	ng ^í Mu	ılti-rotation ⁽	Condition	GOOD				
(0	If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the											
BEARINGS	seat edge?	?			`	, ,		Yes ÎNo Î				
ARI	Are the bea	aring seats	s, under th	e abutment end-d	iaphra	agm, continuo	us?	Yes No î				
3E/	Are there a	any girders	supported	d on individual pe	destals	s or columns?		Yes No i				
	What is the to the supp		nal suppor	t length measured	l in a d	direction perpe	endicular	20 in				
SE .	Is the abut	ment a car	ntilever ea	rth-retaining abutr	nent?			Yes No Î				
	Are the rei	nforced co	ncrete col	umns monolithic v	vith th	e superstructu	ıre?	Yes ⁽ No				
RUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tilting	of the	abutments, c	olumns or	Yes ÎNo Î				
SUBSTR	Is there un units?	usual or ex	ktensive e	rosion of soil at or	near	any of the sub	structure	Yes ÎNo Î				
SUE	Do you thir	nk abutmer	nt-slope fa	ilures are possible	e in ar	n earthquake?		Yes ¹ No 1				
OTHER												

Form 9: Inspection of Bridge # 73-0024-B00112 and Bridge # 73-0024-B00112P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

Crossing 1-24 OVER US-45 Bridge Number 73-0024-B00112 and Parallal	bilage	Crossing 1.24 OVED US 45 Pridge Number 72 0024 D00112 and										
Vear Built		Crossing	I-24 O\	/ER US-4	5			0024-B0011	2 and			
Has the bridge been seismically retrofitted? See No Is the superstructure integral with the abutments? Yes No Is the superstructure integral with the abutments? Yes No Is the superstructure contain box girders? Yes No Is there lateral movement under traffic loading? Yes No Is the bridge likely to collapse in an earthquake after Yes No Is the bridge likely to collapse in an earthquake after Yes No Is the bridge likely to collapse in an earthquake after Yes No Is the bridge skewed? Yes No Is there any unusual gap or offset at an expansion Yes No If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No Is the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats, under the abutment end-diaphragm, continuous? Yes No Is the longitudinal support length measured in a direction perpendicular to the support? Is there horizontal or vertical movement or tilting of the abutments, columns or yes No Is there horizontal or vertical movement or tilting of the abutments, columns or yes No Is there no incompleted in the superstructure Yes No Is the re unusual or extensive erosion of soil at or near any of the substructure Yes No Is there horizontal or vertical movement or tilting of the abutments, columns or yes No Is there no incompleted Yes No Is the re unusual or extensive erosion of soil at or near any of the substructure Yes No Is there no incompleted Yes No Is there no incompleted Yes No Is the re unusual or extensive erosion of soil at or near any of the substructure Yes No Is the real unusual or extensive erosion of soil at or near any of the substructure Yes No Is the real unusual or extensive erosion of soil at or near any of the substructure Yes No Is the real unusual Yes No Is the real unusual Yes No	پ ا		1971	County	McCRACKEN			es)				
Has the bridge been seismically retrofitted? See No Is the superstructure integral with the abutments? Yes No Is the superstructure integral with the abutments? Yes No Is the superstructure contain box girders? Yes No Is there lateral movement under traffic loading? Yes No Is the bridge likely to collapse in an earthquake after Yes No Is the bridge likely to collapse in an earthquake after Yes No Is the bridge likely to collapse in an earthquake after Yes No Is the bridge skewed? Yes No Is there any unusual gap or offset at an expansion Yes No If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No Is the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats, under the abutment end-diaphragm, continuous? Yes No Is the longitudinal support length measured in a direction perpendicular to the support? Is there horizontal or vertical movement or tilting of the abutments, columns or yes No Is there horizontal or vertical movement or tilting of the abutments, columns or yes No Is there no incompleted in the superstructure Yes No Is the re unusual or extensive erosion of soil at or near any of the substructure Yes No Is there horizontal or vertical movement or tilting of the abutments, columns or yes No Is there no incompleted Yes No Is the re unusual or extensive erosion of soil at or near any of the substructure Yes No Is there no incompleted Yes No Is there no incompleted Yes No Is the re unusual or extensive erosion of soil at or near any of the substructure Yes No Is the real unusual or extensive erosion of soil at or near any of the substructure Yes No Is the real unusual or extensive erosion of soil at or near any of the substructure Yes No Is the real unusual Yes No Is the real unusual Yes No	R A		1 0:	37D 03 08	6M Longitude	1 08	39 041M	If ves Plea	se list them			
Has the bridge been seismically retrofitted? See No Is the superstructure integral with the abutments? Yes No Is the superstructure integral with the abutments? Yes No Is the superstructure contain box girders? Yes No Is there lateral movement under traffic loading? Yes No Is the bridge likely to collapse in an earthquake after Yes No Is the bridge likely to collapse in an earthquake after Yes No Is the bridge likely to collapse in an earthquake after Yes No Is the bridge skewed? Yes No Is there any unusual gap or offset at an expansion Yes No If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No Is the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats, under the abutment end-diaphragm, continuous? Yes No Is the longitudinal support length measured in a direction perpendicular to the support? Is there horizontal or vertical movement or tilting of the abutments, columns or yes No Is there horizontal or vertical movement or tilting of the abutments, columns or yes No Is there no incompleted in the superstructure Yes No Is the re unusual or extensive erosion of soil at or near any of the substructure Yes No Is there horizontal or vertical movement or tilting of the abutments, columns or yes No Is there no incompleted Yes No Is the re unusual or extensive erosion of soil at or near any of the substructure Yes No Is there no incompleted Yes No Is there no incompleted Yes No Is the re unusual or extensive erosion of soil at or near any of the substructure Yes No Is the real unusual or extensive erosion of soil at or near any of the substructure Yes No Is the real unusual or extensive erosion of soil at or near any of the substructure Yes No Is the real unusual Yes No Is the real unusual Yes No	빌											
Has the bridge been seismically retrofitted? See No Is the superstructure integral with the abutments? Yes No Is the superstructure integral with the abutments? Yes No Is the superstructure contain box girders? Yes No Is there lateral movement under traffic loading? Yes No Is the bridge likely to collapse in an earthquake after Yes No Is the bridge likely to collapse in an earthquake after Yes No Is the bridge likely to collapse in an earthquake after Yes No Is the bridge skewed? Yes No Is there any unusual gap or offset at an expansion Yes No If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No Is the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats, under the abutment end-diaphragm, continuous? Yes No Is the longitudinal support length measured in a direction perpendicular to the support? Is there horizontal or vertical movement or tilting of the abutments, columns or yes No Is there horizontal or vertical movement or tilting of the abutments, columns or yes No Is there no incompleted in the superstructure Yes No Is the re unusual or extensive erosion of soil at or near any of the substructure Yes No Is there horizontal or vertical movement or tilting of the abutments, columns or yes No Is there no incompleted Yes No Is the re unusual or extensive erosion of soil at or near any of the substructure Yes No Is there no incompleted Yes No Is there no incompleted Yes No Is the re unusual or extensive erosion of soil at or near any of the substructure Yes No Is the real unusual or extensive erosion of soil at or near any of the substructure Yes No Is the real unusual or extensive erosion of soil at or near any of the substructure Yes No Is the real unusual Yes No Is the real unusual Yes No	l jį							·	,			
Is it a rigid box culvert? Is the superstructure integral with the abutments? Yes No Does the superstructure contain box girders? Yes No State lateral movement under traffic loading? Yes No State lateral movement under traffic loading? Yes No State lateral movement under traffic loading? Yes No State lateral movement of superstructure cause Instability? Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Yes No State lateral movement of superstructure cause Instability? Is the bridge skewed? Yes No State lateral movement of superstructure cause Instability? Is there any unusual gap or offset at an expansion Yes No State lateral movement of superstructure cause Instability? Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR 1 If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No State lateral movement end-diaphragm, continuous? Yes No State lateral movement end-diaphragm, continuous? Yes No State the bearing seats, under the abutment end-diaphragm, continuous? Yes No State the support? Is there any girders supported on individual pedestals or columns? Yes No State the support? Is the abutment a cantilever earth-retaining abutment? Yes No State horizontal or vertical movement or tilting of the abutments, columns or yes No State horizontal or vertical movement or tilting of the abutments, columns or yes No State horizontal or vertical movement or tilting of the abutments, columns or yes No State horizontal or vertical movement or tilting of the abutments, columns or Yes No State horizontal or vertical movement or tilting of the abutments, columns or Yes No State horizontal or vertical movement or tilting of the abutments, columns or Yes No State horizontal or vertical movement or tilting of the abutments. Do you think abutment-slope failures are possible in an earthquake? Yes No State horizontal or vertical movement or tilting of the abutments.	٥											
Is the superstructure integral with the abutments? Yes \[No \]					ally retrofitted?							
Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the reany girders supported on individual pedestals or columns? What is the longitudinal support length measured in a direction perpendicular to the support? Is the abutment a cantilever earth-retaining abutment? Is the re inforced concrete columns monolithic with the superstructure? Is there unusual or extensive erosion of soil at or near any of the substructure? Yes [No] Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are there any girders supported on individual pedestals or columns? Yes No What is the longitudinal support length measured in a direction perpendicular to the support? Is there eniforced concrete columns monolithic with the superstructure? Yes No Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure Yes No Yes No Yes No Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR Type		<u> </u>					-	Com	manta			
Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR 1 If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats, under the abutment end-diaphragm, continuous? Yes No Are there any girders supported on individual pedestals or columns? What is the longitudinal support length measured in a direction perpendicular to the support? Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Do you think abutment-slope failures are possible in an earthquake? Yes No	Ш					s?	-	Com	ments:			
Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR 1 If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats, under the abutment end-diaphragm, continuous? Yes No Are there any girders supported on individual pedestals or columns? What is the longitudinal support length measured in a direction perpendicular to the support? Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Do you think abutment-slope failures are possible in an earthquake? Yes No	l F		-				•					
Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR 1 If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats, under the abutment end-diaphragm, continuous? Yes No Are there any girders supported on individual pedestals or columns? What is the longitudinal support length measured in a direction perpendicular to the support? Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Do you think abutment-slope failures are possible in an earthquake? Yes No	<u> </u>											
Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR 1 If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats, under the abutment end-diaphragm, continuous? Yes No Are there any girders supported on individual pedestals or columns? What is the longitudinal support length measured in a direction perpendicular to the support? Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Do you think abutment-slope failures are possible in an earthquake? Yes No	TRU	toppling fa										
Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR 1 If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats, under the abutment end-diaphragm, continuous? Yes No Are there any girders supported on individual pedestals or columns? What is the longitudinal support length measured in a direction perpendicular to the support? Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Do you think abutment-slope failures are possible in an earthquake? Yes No	ERS.											
Type Rockel Roller Elastometric Pad Sliding Multi-rotation Condition FAIR 1 If there are pedestals, are the bearings likely to overturn in an earthquake? Yes No Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats, under the abutment end-diaphragm, continuous? Yes No Are there any girders supported on individual pedestals or columns? What is the longitudinal support length measured in a direction perpendicular to the support? Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Do you think abutment-slope failures are possible in an earthquake? Yes No		Is the bridg	ge skewe	ed?			Yes No î					
If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats, under the abutment end-diaphragm, continuous? Are there any girders supported on individual pedestals or columns? What is the longitudinal support length measured in a direction perpendicular to the support? Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Do you think abutment-slope failures are possible in an earthquake? Yes No Ye	SI		y unusua	al gap or c	ffset at an expans	ion	Yes ÎNo					
Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats, under the abutment end-diaphragm, continuous? Are there any girders supported on individual pedestals or columns? What is the longitudinal support length measured in a direction perpendicular to the support? Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Do you think abutment-slope failures are possible in an earthquake? Yes No I		Type F	Rocker	Roller ⁱ Ela	stometric Pad Slid	ding ⁽ M	ulti-rotation ⁽	Condition	FAIR ¹			
What is the longitudinal support length measured in a direction perpendicular to the support? Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Do you think abutment-slope failures are possible in an earthquake? Yes No I Yes No I Yes No I	4.5	If there are	quake?	Yes ¹ No 1								
What is the longitudinal support length measured in a direction perpendicular to the support? Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Do you think abutment-slope failures are possible in an earthquake? Yes No I Yes No I Yes No I	NGS		ed on the	Yes ÎNo Î								
What is the longitudinal support length measured in a direction perpendicular to the support? Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Do you think abutment-slope failures are possible in an earthquake? Yes No I Yes No I Yes No I	ARI			ats, under	the abutment end	-diaphr	agm, continuo	us?	Yes No 1			
What is the longitudinal support length measured in a direction perpendicular to the support? Is the abutment a cantilever earth-retaining abutment? Are the reinforced concrete columns monolithic with the superstructure? Is there horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Do you think abutment-slope failures are possible in an earthquake? Yes No I Yes No I Yes No I	BE,	Are there a	any girde	rs support	ted on individual p	edesta	ls or columns?	1	Yes No î			
Are the reinforced concrete columns monolithic with the superstructure? Sthere horizontal or vertical movement or tilting of the abutments, columns or piers? Is there unusual or extensive erosion of soil at or near any of the substructure units? Do you think abutment-slope failures are possible in an earthquake? Yes No				dinal supp	ort length measure	ed in a	direction perpo	endicular	10 in			
Is there unusual or extensive erosion of soil at or near any of the substructure Yes No Yes	₹	Is the abut	ment a	antilever	earth-retaining abu	tment?	·		Yes ¹ No ¹			
Is there unusual or extensive erosion of soil at or near any of the substructure Yes No Yes		Are the rei	nforced o	concrete c	olumns monolithic	with th	ne superstructu	ure?	Yes ¹ No 1			
Is there unusual or extensive erosion of soil at or near any of the substructure Yes No Yes	L L L		rizontal o	or vertical	movement or tiltin	g of the	e abutments, c	olumns or	Yes ÎNo Î			
	3STF	Is there un	usual or	extensive	erosion of soil at	or near	any of the sub	structure	Yes ÎNo Î			
¹ Corrosion of the bearings is noticeable.	SUE											
	OTHER	¹ Corrosion of the bearings is noticeable.										

Form 10: Inspection of Bridge # 73-0024-B00114 and Bridge # 73-0024-B00114P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing I-24 OVER P&L RR-POND RD-CR 5034G Bridge Number 73-0024-B00114 and										
	Crossing	I-24 OVE	ER P&L RR-F	POND RD-CR 5034G	Bridg Paral		0024-B0011	4 and			
ļ,	Year Built	1963	County	McCRACKEN	Detou	ur Length (Mile	es)				
8	Latitude	0:	B7D 01.50	0M Longitude	08	38D 36.629M	If ves. Plea	se list them			
GENERAL				de since the bridge							
Ä	No. Î						,	,			
0	Does the b					Yes [No [
				ally retrofitted?		Yes No i					
	Is it a rigid					Yes No	Com	manta.			
ш	Is the supe	rstructur	e integral	with the abutment	s?	Yes ⁽ No	Comments: Heavily corroded steel				
URI	Does the s	uperstru	cture cont	ain box girders?		Yes ¹ No	plates unde	er girders			
5 5	Is there lateral movement under traffic loading? Yes No						abutment b	y in front of			
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?						abulinent	earings.			
ERS.	Would gros instability?	s moven	nent of sup	erstructure cause		Yes ⁽ No					
P	Is the bridg	je skewe	ed?			Yes No 1					
S	Is there an joint?	y unusua	al gap or o	ffset at an expans	ion	Yes ÎNo Î					
	Type F	Rocker	Roller ^î Ela	stometric Pad Slic	ding ⁽ Mi	ulti-rotation ⁽	Condition	POOR 1			
10	If there are pedestals, are the bearings likely to overturn in an earthquake?										
168	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?										
BEARINGS	Are the bearing seats, under the abutment end-diaphragm, continuous?										
3E/	Are there any girders supported on individual pedestals or columns?										
_	What is the longitudinal support length measured in a direction perpendicular to the support?										
Ş.	Is the abutment a cantilever earth-retaining abutment?										
J	Are the reinforced concrete columns monolithic with the superstructure?										
rRUCTURE	piers?			movement or tiltin				Yes ÎNo Î			
SUBSTI	Is there un units?	usual or	extensive	erosion of soil at	or near	any of the sub	structure	Yes No 1²			
SU	Do you thir	nk abutm	ent-slope	failures are possib	ole in a	n earthquake?		Yes ⁽ No			
	- The East										
œ	 Inspection only. 	n under	the bridge	e occurred at the	east e	end					
ОТНЕВ	- East abut			rocked from North							
OT	and are in above has		gınaı posi	tion, but the supe	rstructu	ire					
	¹ The bear	ings are	severely r	usted.		-4	Manual Property of the Parket	1			
	¹ The bearings are severely rusted. ² Soil under the shoulder is washed out along the South side of the Eastbound lane.										
	Side of the	Lasibul	ווע ומוול.			The Park Street of the Park Stre	Y				

Form 11: Inspection of Bridge # 73-0024-B00115 and Bridge # 73-0024-B00115P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing I-24 OVER ISLAND CREEK Bridge Number 73-0024-B00115 and										
	Crossing	I-24 O\ 	/ER ISLAN		Para	llel		5 and			
ب	Year	1971	County	McCRACKEN	Deto	ur Length (Mile	es)				
₹	Built		70 04 40	CM Lorgaltural	1	000 00 40484	If was Dis-	an lint the suns			
当	Latitude		37D 01.19	6M Longitude de since the bridg		88D 36.181M		se list them			
GENERAL	No.	ncations	neen mac	ie silice the blidg	e was (Jonisti ucted?-	(Structure (n ioau).			
Ō	Does the b	ridge cro	ss a body	of water?		Yes No î					
				ally retrofitted?		Yes No					
	Is it a rigid	box culv	ert?	•		Yes ⁽ No					
ш	Is the supe	rstructur	e integral	with the abutmen	ts?	Yes ¹ No	Com	ments:			
URI	Does the s	uperstru	cture cont	ain box girders?		Yes ¹ No					
L C	Is there lateral movement under traffic loading? Yes No										
SUPERSTRUCTURE	toppling fai	lure of the	ne bearing			Yes ⁽ No					
ERS.	Would gros instability?										
JPI	Is the bridg	je skewe	ed?			Yes ÎNo					
S	Is there an joint?	y unusua	al gap or o	ffset at an expan	sion	Yes ¹ No					
	Type F	Condition	FAIR ¹								
40	If there are pedestals, are the bearings likely to overturn in an earthquake?										
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats, under the abutment end-diaphragm, continuous?										
ARI	Are the bea	us?	Yes No Î								
BE,	Are there a	ny girde	rs support	ed on individual p	edesta	ls or columns?	1	Yes No î			
	What is the to the supp		dinal suppo	ort length measur	ed in a	direction perpe	endicular	8 in			
SE SE	Is the abut	ment a c	antilever e	earth-retaining ab	utment	?		Yes ÎNo Î			
<u> </u>				olumns monolithi		·		Yes ⁽ No			
RUCTURE	piers?			movement or tiltir				Yes ÎNo Î			
SUBSTE	Is there un units?	usual or	extensive	erosion of soil at	or near	any of the sub	structure	Yes ⁽ No			
SUI	Do you thir	nk abutm	ent-slope	failures are possi	ble in a	ın earthquake?	,	Yes ⁽ No			
OTHER	¹ Corrosion of the bearings is noticeable.										

Form 12: Inspection of Bridge # 73-0024-B00116 and Bridge # 73-0024-B00116P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	0	0004 00044	0 1					
	Crossing	1-24 0	VER HUS	RAND	Paral	e Number 73- Ilel	0024-B0011	o and
	Year	1975	County	McCRACKEN		ur Length (Mile	es)	
l ≴	Built			0.0.1		00 05 50014	16 51	
出	Latitude			OM Longitude de since the bridge		38D 35.526M		se list them
GENERAI	No.	lications	been mad	de since the bridge	e was c	onstructed?	(Structure t	or load).
G	Does the b	ridge cro	oss a body	of water?		Yes ÎNo Î		
				ally retrofitted?		Yes ⁽ No l		
	Is it a rigid	box culv	ert?			Yes ⁽ No)		
ш	Is the supe	erstructur	e integral	with the abutmen	s?	Yes ¹ No	Com	ments:
LR.	Does the s	uperstru	cture cont	ain box girders?		Yes ¹ No		
CT				der traffic loading?		Yes ¹ No		
SUPERSTRUCTURE	Is the bridg toppling fai							
ERS	Would gros instability?							
P.	Is the bridg							
S	Is there an joint?	y unusua	al gap or o	offset at an expans	ion	Yes ⁽ No		
	Type F	Rocker ⁱ I	Roller ^f Ela	stometric Pad Sli	ding i M	ulti-rotation ⁽	Condition	GOOD
(0	If there are	quake?	Yes ÎNo Î					
BEARINGS	Does the b		Yes ÎNo Î					
AR	Are the bea	aring sea	ats, under	the abutment end	-diaphr	agm, continuo	us?	Yes No i
3E,	Are there a	any girde	rs support	ted on individual p	edesta	ls or columns?	1	Yes No Î
_	What is the to the supp		dinal supp	ort length measur	ed in a	direction perpe	endicular	9 in
Ş.	Is the abut	ment a c	antilever e	earth-retaining abo	ıtment?	·		Yes ÎNo Î
F	Are the rei	nforced o	concrete c	olumns monolithic	with th	ne superstructu	ıre?	Yes ÎNo Î
RUCTURE	Is there ho piers?	rizontal o	or vertical	movement or tiltin	g of the	e abutments, c	olumns or	Yes ÎNo Î
SUBSTE	Is there un units?	usual or	extensive	erosion of soil at	or near	any of the sub	structure	Yes ÎNo Î
SUE	Do you thir	nk abutm	ent-slope	failures are possi	ole in a	n earthquake?	1	Yes ⁽ No (
OTHER	Inspection under bridge at east end only.							

Form 13: Inspection of Bridge # 73-0024-B00117 on I-24

	Crossing	BEE B	RIDGE OF	SLAND	Bridg	e Number 73-	0024-B0011	7			
۸L	Year Built	1972	County	McCRACKEN	Deto	ur Length (Mile	es)				
GENERAL	Latitude	ifications	been mad	Longitude de since the bridg	e was c	constructed?→		se list them or load).			
g	Does the b	idge bee	n seismica	of water? ally retrofitted?		Yes No Yes No Yes No					
	T			with the abutmen	ts?	Yes ⁽ No	Com	ments:			
URE				ain box girders?		Yes ÎNo Î					
5	Is there lat										
TRU	Is the bridg toppling fa										
SUPERSTRUCTURE	Would gros instability?	Would gross movement of superstructure cause									
畐	Is the bridg	ge skewe	ed?			Yes ÎNo Î					
เร	Is there an joint?	y unusua	al gap or o	ffset at an expan	sion	Yes ÎNo Î					
	Type F	Rocker ⁱ I	Roller ^í Ela	stometric Pad Sl	ding M	ulti-rotation ⁽	Condition	FAIR ¹			
	If there are pedestals, are the bearings likely to overturn in an earthquake?										
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?										
N N	Are the be	aring sea	ats, under	the abutment end	l-diaphr	agm, continuo	us?	Yes No î			
3E/	Are there a	any girde	rs support	ed on individual բ	edesta	ls or columns?)	Yes No Î			
	What is the to the supp		dinal supp	ort length measu	ed in a	direction perpo	endicular	16 in			
Щ	Is the abut	ment a c	antilever e	earth-retaining ab	utment?)		Yes ⁽ No ⁽			
J.	Are the rei	nforced o	concrete c	olumns monolithi	with th	ne superstructu	ıre?	Yes ÎNo Î			
RUCTURE	Is there ho piers?	rizontal o	or vertical	movement or tiltir	g of the	e abutments, c	olumns or	Yes ⁽ No l			
SUBSTF	Is there un units?	usual or	extensive	erosion of soil at	or near	any of the sub	ostructure	Yes ÎNo î			
SUI	Do you think abutment-slope failures are possible in an earthquake?										
OTHER	¹ Erosion in front of the west abutment is noticeable.										

Form 14: Inspection of Bridge # 73-0024-B00118 and Bridge # 73-0024-B00118P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

			stoound on	*	1					
GENERAL	Crossing I-24 OVER L&N RR			Bridge Number 73-0024-B00118 and Parallel						
	Year	1975	County	McCRACKEN	Deto	ur Length (Mile	es)			
	Built			0.4 1 11 1	1					
								If yes. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed? No.									
	Does the bridge cross a body of water? Yes No									
	Has the bridge been seismically retrofitted?									
	Is it a rigid									
SUPERSTRUCTURE	Is the supe		Comments:							
	Does the superstructure contain box girders? Yes ÎNo ▮							The Neoprene		
	Is there late	eral mov	ement und	der traffic loading	?	Yes ¹ No 1	experimental dam at			
	toppling fai	lure of th	ne bearing		after	Yes ¹ No l	the right end has fallen out and is laying behind			
	Would gros instability?	s moven	nent of sup	Yes ¹ No l	the bearings.					
	Is the bridg					Yes No i				
S	Is there an joint?	y unusua	al gap or o	ffset at an expans	sion	Yes ^í No				
	Type Rocker Roller Elastometric Pad Sliding Multi-rotation Condition							GOOD		
40	If there are	pedesta	als, are the	bearings likely to	overtu	ırn in an eartho	quake?	Yes ÎNo Î		
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes ¹ No 1		
ARI	Are the bearing seats, under the abutment end-diaphragm, continuous?							Yes No î		
BE,	Are there any girders supported on individual pedestals or columns?							Yes No î		
_	What is the longitudinal support length measured in a direction perpendicular to the support?							16 in		
RUCTURE	Is the abutment a cantilever earth-retaining abutment?							Yes ⁽ No ⁽		
	Are the reinforced concrete columns monolithic with the superstructure?									
SUC	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?							Yes ¹ No 1		
SUBSTE	Is there unusual or extensive erosion of soil at or near any of the substructure units?									
SUI	Do you thir	Yes ⁽ No								
OTHER										

Form 15: Inspection of Bridge # 73-0024-B00119 and Bridge # 73-0024-B00119P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

			(ED DELC	<u> </u>	Т Б : 1	N 1 70	0004 00044	0 1		
GENERAL	Crossing I-24 OVER RELOC KY-450					Bridge Number 73-0024-B00119 and Parallel				
	Year	1971	County	McCRACKEN	Deto	ur Length (Mile	es)			
	Built		270 00 40	004						
								If yes. Please list them (Structure or load).		
	Have modifications been made since the bridge was constructed?→ No. 1							or ioau).		
95	Does the bridge cross a body of water? Yes No									
	Has the bridge been seismically retrofitted? Yes N									
	Is it a rigid									
SUPERSTRUCTURE	Is the superstructure integral with the abutments? Yes No 1							Comments:		
	Does the superstructure contain box girders? Ye									
				der traffic loading		Yes ÎNo Î				
	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?									
	Would gros instability?	s moven	nent of sup	erstructure cause	Yes ÎNo Î					
	Is the bridg	je skewe	ed?		Yes No î					
S	Is there an joint?	y unusua	al gap or o	ffset at an expans	sion	Yes ¹ No ¹				
	Type Rocker Roller Elastometric Pad Sliding Multi-rotation Condition							FAIR ¹		
	If there are	pedesta	als, are the	bearings likely to	overtu	ırn in an eartho	quake?	Yes ÎNo Î		
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes ÎNo Î		
ARI	Are the bearing seats, under the abutment end-diaphragm, continuous?							Yes ⁽ No ⁽		
BE	Are there any girders supported on individual pedestals or columns?							Yes ÎNo Î		
	What is the longitudinal support length measured in a direction perpendicular to the support?							20 in		
RUCTURE	Is the abutment a cantilever earth-retaining abutment?							Yes ⁽ No ⁽		
	Are the reinforced concrete columns monolithic with the superstructure?							Yes ÎNo Î		
SUC	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?							Yes ÎNo Î		
SUBST	Is there unusual or extensive erosion of soil at or near any of the substructure units?							Yes ⁽ No ⁽		
SUI	Do you think abutment-slope failures are possible in an earthquake?									
OTHER	¹ Corrosion of the bearings is noticeable.									

Form 16: Inspection of Bridge # 73-0024-B00120 and Bridge # 73-0024-B00120P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

SUPERSTRUCTURE	Crossing I-24 OVER CLARKS RIVER Bridge Number Parallel						-0024-B00120 and		
	Year Built	1967	County	McCRACKEN	Deto	ur Length (Mile	,		
	Latitude 037D 00.187M Longitude 088D 33.211M Have modifications been made since the bridge was constructed?→ No. ↓						If yes. Please list them (Structure or load).		
	Does the bridge cross a body of water? Yes No								
	Has the bri			Yes No Yes No					
	Is it a rigid		Comments:						
	Is the supe	erstructur	Com	ments:					
	Does the superstructure contain box girders? Yes No								
	Is there lateral movement under traffic loading? Yes No								
	toppling fai	lure of the	ne bearing			Yes ÎNo			
	Would gros instability?	ss moven	nent of sup	Yes ⁽ No					
F	Is the bridg	ge skewe	ed?			Yes No 1			
าร	Is there an joint?								
	Type F	Condition	FAIR ¹						
40	If there are	pedesta	als, are the	bearings likely to	o overtu	rn in an eartho	quake?	Yes Î No Î	
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes ÎNo Î	
ARII	Are the bearing seats, under the abutment end-diaphragm, continuous?							Yes No Í	
BE/	Are there any girders supported on individual pedestals or columns?							Yes No Î	
	What is the to the supp	endicular	16 in						
RUCTURE	Is the abut	Yes ⁽ No ⁽							
	Are the reinforced concrete columns monolithic with the superstructure?							Yes ÎNo Î	
RUC	Is there horizontal or vertical movement or tilting of the abutments, columns or piers?								
SUBST	Is there unusual or extensive erosion of soil at or near any of the substructure units?								
ns	Do you thir	Yes ÎNo Î							
OTHER	 Inspection of the bridge occurred only at the east abutment due to inaccessibility. Holes have developed in front of the abutment within the berm with approximate dimensions of 20' wide by 6'long by 3' deep. Corrosion of the bearings is noticeable. 								

Form 17: Inspection of Bridge # 79-0024-B00082 and Bridge # 79-0024-B00082P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

8	Crossing	I-24 O	ge Number 79-	0024-B0008	2 and						
		CK	0 1	I MA DOLLALI	Para		•	_			
4	Year Built	1964	County	MARSHALL	Deto	ur Length (Mile	es)				
K	Latitude			Longitude			If yes. Please list them				
GENERAL		ifications	been mad	de since the bridg	e was o	constructed?→	(Structure of	or load).			
GE	No. 1	ridge cro	see a hody	of water?		Yes No i					
				ally retrofitted?		Yes No					
	Is it a rigid					Yes No 1					
	Is the supe	Is the superstructure integral with the abutments? Yes No i Co									
JRE	Does the s										
E	Is there lat	eral mov	ement und	der traffic loading	?	Yes ¹ No ¹					
IRU	Is the bridg toppling fa			e in an earthquak s?	e after	Yes ¹ No ¹					
SUPERSTRUCTURE	Would gros	Would gross movement of superstructure cause									
I I	Is the bridg	ge skewe	ed?			Yes ÎNo Î					
S	Is there an joint?	y unusua	al gap or o	ffset at an expan	sion	Yes ¹ No ¹					
	Type F	Rocker ^f I	Roller ⁱ Ela	stometric Pad SI	iding ^í M	lulti-rotation ⁽	Condition	GOOD			
(0	If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the										
BEARINGS	seat edge?	?		-				Yes ÎNo Î			
AR	Are the be	aring sea	ats, under	the abutment end	d-diaphr	ragm, continuo	us?	Yes ÎNo Î			
3E,	Are there a	any girde	rs support	ed on individual _l	oedesta	ls or columns?)	Yes ⁽ No ⁽			
	What is the to the supp		dinal supp	ort length measu	red in a	direction perp	endicular	18 in			
Ä	Is the abut	ment a c	antilever e	earth-retaining ab	utment'	?		Yes ¹ No ¹			
Ę	Are the rei	nforced o	concrete c	olumns monolithi	c with th	ne superstructi	ıre?	Yes ¹ No ¹			
RUCTURE	Is there ho piers?	rizontal o	or vertical	movement or tiltii	ng of the	e abutments, c	olumns or	Yes ÎNo Î			
	Is there un units?	usual or	extensive	erosion of soil at	or near	any of the sub	ostructure	Yes ÎNo Î			
SUBST	Do you thin	nk abutm	ent-slope	failures are poss	ible in a	ın earthquake?)	Yes Í No Í			
ER											
OTHER											
O											

Form 18: Inspection of Bridge # 79-0024-B00113 and Bridge # 79-0024-B00113P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

			ound on 1	/								
	Crossing	I-24 OVE	ER US-62		Bridg Paral	e Number 79- Iel	0024-B0011	3 and				
	Year	1967	County	MARSHALL		ur Length (Mile	es)					
₹	Built				<u> </u>							
H H	Latitude			// Longitude		38D 19.501M		se list them				
GENERAL	Have modi No.	tications b	een made	since the bridge	e was c	constructed?→	(Structure	or load).				
GE	Does the b	ridge cross	s a hody o	f.water2		Yes ¹ No						
				retrofitted?		Yes No						
	Is it a rigid			, rotronttou.		Yes No						
111				th the abutmen	s?	Yes ÎNo Î	Com	ments:				
JRE	Does the s	uperstruct	ure contaiı	n box girders?		Yes ⁽ No						
CT				r traffic loading?		Yes ÎNo Î						
SUPERSTRUCTURE	Is the bridg toppling fai											
ERS	Would gros instability?	Nould gross movement of superstructure cause nstability? Yes ÎNo ▮										
J. J.	Is the bridg	je skewed'	?			Yes No 1						
S	Is there any joint?	y unusual	gap or offs	set at an expans	ion	Yes ⁽ No						
	Type F	Condition	FAIR ¹									
	If there are pedestals, are the bearings likely to overturn in an earthquake?											
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?											
ARI	Are the bearing seats, under the abutment end-diaphragm, continuous?							Yes ⁽ No ⁽				
BE				d on individual p				Yes No 1²				
	What is the to the supp		nal suppor	l length measur	ed in a	direction perpe	endicular	18 in				
3E	Is the abut	ment a car	ntilever ea	rth-retaining abu	ıtment?	•		Yes ÎNo Î				
2	Are the rein	nforced co	ncrete col	umns monolithic	with th	ne superstructu	ıre?	Yes ⁽ No ⁽				
RUCTURE	piers?			ovement or tiltin	_			Yes ÎNo Î				
SUBSTF	Is there ununits?	usual or ex	ktensive ei	rosion of soil at	or near	any of the sub	ostructure	Yes ÎNo Î				
SUE	Do you thir	nk abutmei	nt-slope fa	ilures are possi	ole in a	n earthquake?	1	Yes ÎNo Î				
OTHER	¹ Corrosion of the bearings is noticeable. ² Rockers at the abutments are fairly narrow and seated on pedestals not much wider than a masonry plate (the corner of the masonry plate hangs over the edge of the pedestal in at least one location).											

Form 19: Inspection of Bridge # 79-0024-B00114 and Bridge # 79-0024-B00114P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	1		ound on 1	/	,						
	Crossing	I-24 OVE	R J.P.P.		Bridg Para	ge Number 79- llel	0024-B0011	4 and			
	Year	1974	County	MARSHALL		ur Length (Mile	es)				
ΙĘ	Built										
R	Latitude			// Longitude		88D 20.836M		se list them			
GENERAL		fications b	een made	since the bridge	e was o	constructed?→	(Structure	or load).			
<u>G</u>	No. Does the b	ridge erec	s a body o	f water?		Yes ¹ No					
				y retrofitted?		Yes No					
	Is it a rigid			y retrontted:		Yes No					
		Is the superstructure integral with the abutments? Yes No Com									
JRE	Does the s	uperstruct	ure contai	n box girders?		Yes ÎNo					
15 15	Is there late	eral mover	ment unde	r traffic loading?)	Yes ÎNo					
SUPERSTRUCTURE	toppling fai	lure of the	bearings?		after	Yes ÎNo Î					
ERS.	Would gros instability?										
UP!	Is the bridg	·				Yes ÎNo					
S	Is there an joint?	y unusual	gap or offs	set at an expans	sion	Yes ÎNo	-				
	Type F	Condition	GOOD								
40	If there are	Yes∫No									
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes ÎNo Î			
ARI	Are the bearing seats, under the abutment end-diaphragm, continuou							Yes ¹ No ¹			
BE,	Are there a	ny girders	supported	d on individual p	edesta	ls or columns?	1	Yes No Î			
	What is the to the supp		nal suppor	t length measur	ed in a	direction perpe	endicular	15 in			
SE .	Is the abut	ment a car	ntilever ea	rth-retaining abo	utment'	?		Yes ÎNo Î			
<u>5</u>	Are the rei	nforced co	ncrete coli	umns monolithio	with th	ne superstructu	ıre?	Yes ÎNo Î			
RUCTURE	piers?			ovement or tiltin	_			Yes ÎNo Î			
SUBSTE	Is there un units?	usual or ex	ktensive ei	rosion of soil at	or near	any of the sub	structure	Yes ⁽ No			
SUI	Do you thir	nk abutmei	nt-slope fa	ilures are possi	ble in a	ın earthquake?	,	Yes ⁽ No			
OTHER											

Form 20: Inspection of Bridge # 79-0024-B00115 and Bridge # 79-0024-B00115P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing	I-24 OVEI	R J.P.PCYP	RESS CK	Bridge Parallel		9-0024-B00 ⁻	115 and	
AL.	Year Built	1969	County	MARSHALL	Detour	Length (N	liles)		
GENERAL	Latitude		D 00.805M een made s	Longitude ince the bridge w		18.784M ructed? →		se list them or load).	
8	Does the b	idge been	s a body of v seismically r t?		Ye	s No i s No i s No i			
	Is the supe	Com	ments:						
JRE	Does the s								
L	Is there lat	eral mover	ment under t	raffic loading?	Ye	s ÎNo Î			
TRU	toppling fa	lure of the	bearings?	an earthquake af	ter Ye:	s ÍNo 🌡			
SUPERSTRUCTURE	Would gros instability?	ss moveme	nt of superst	ructure cause		s ÎNo Î			
UP	Is the bridg					s No í			
S	Is there an joint?	y unusual	gap or offse	t at an expansior	Ye:	s ÎNo Î			
	Type F	Condition	GOOD						
တ	If there are	•	Yes ÎNo Î						
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes ¹ No 1	
ARI			s, under the	abutment end-di	aphragm	, continuo	us?	Yes No î	
BE/	Are there a	any girders	supported of	on individual ped	estals or	columns?	•	Yes No î	
	What is the to the supp		nal support l	ength measured	in a dired	ction perpe	endicular	10 in	
Ä	Is the abut	ment a car	ntilever earth	n-retaining abutm	ent?			Yes ¹ No ¹	
Ę	Are the rei	nforced co	ncrete colun	nns monolithic w	ith the su	perstructu	ıre?	Yes ÎNo Î	
RUCTURE	Is there ho piers?	rizontal or	vertical mov	rement or tilting o	of the abu	utments, c	olumns or	Yes ÎNo Î	
SUBSTE	Is there un units?	usual or ex	ktensive ero	sion of soil at or	near any	of the sub	ostructure	Yes ÎNo Î	
SUE	Do you thin	nk abutme	nt-slope failu	ıres are possible	in an ea	rthquake?)	Yes ^í Nol ¹	
OTHER	- There are seven 14" piles supporting six girders (massive concrete cap) If slopes move the interior pile bents may be susceptible to lateral movement								

Form 21: Inspection of Bridge # 79-0024-B00116 and Bridge # 79-0024-B00116P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

			stooulla oli 1		1					
	Crossing	I-24 O\	/ER R&L RF	₹	Bridg Paral	je Number 79-(llel	0024-B0011	6 and		
بـ	Year	1970	County	MARSHALL		ur Length (Mile	es)			
ַ	Built							L		
出	Latitude		37D 01.053N			38D 17.791D		se list them		
GENERAL	No.	fications	been made	since the bridge	e was c	constructed?	(Structure	or load).		
<u>5</u>		ridae cra	oss a body o	f water?		Yes ÎNo				
				retrofitted?		Yes No				
	Is it a rigid			,		Yes No				
111	Is the superstructure integral with the abutments? Yes No Com									
URI	Does the s	uperstru	cture contair	n box girders?		Yes ¹ No				
L 5	Is there late	eral mov	ement unde	Yes ÎNo Î						
IRU			o collapse in ne bearings?	n an earthquake	after	Yes ÎNo				
SUPERSTRUCTURE	Would gros instability?									
l Id	Is the bridge skewed? Yes No 1									
าร	Is there an joint?	y unusua	al gap or offs	set at an expans	ion	Yes ÎNo Î				
	Type Rocker Roller Elastometric Pad Sliding Multi-rotation Condition									
	If there are pedestals, are the bearings likely to overturn in an earthquake?									
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?									
ARII	Are the bearing seats, under the abutment end-diaphragm, continuous?							Yes No Î		
3E/	Are there a	ny girde	rs supported	d on individual p	edesta	ls or columns?	,	Yes No Î		
	What is the to the supp		dinal support	t length measur	ed in a	direction perpe	endicular	15 in		
ŞE	Is the abut	ment a c	antilever ea	rth-retaining abu	ıtment?	· · · · · · · · · · · · · · · · · · ·		Yes ÎNo Î		
₽	Are the rei	nforced o	concrete col	umns monolithic	with th	ne superstructu	ıre?	Yes ÎNo Î		
RUCTURE	Is there ho piers?	rizontal o	or vertical mo	ovement or tiltin	g of the	e abutments, c	olumns or	Yes ⁽ No		
SUBSTE		usual or	extensive er	rosion of soil at	or near	any of the sub	structure	Yes No 1 1		
SUE	Do you thir	nk abutm	ent-slope fa	ilures are possi	ole in a	n earthquake?	1	Yes Í No Í		
OTHER	¹ The approach pavement at the west end of the Eastbound lane bridge has dropped 3" (likely from the erosion of underlying soil).									

Form 22: Inspection of Bridge # 79-0024-B00117 and Bridge # 79-0024-B00117P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing	I-24 OVE	R KY-282		Bridg Para		79-0024-B00117 and				
	Year	1972	County	MARSHALL		ur Length (Mile	es)				
GENERAL	Built						· 				
出	Latitude			/ Longitude		38D 17.655M	If yes. Please list them (Structure or load).				
	No.	ilications b	een made	since the bridg	e was c	constructed?-	(Structure t	or idad).			
9	Does the b	ridge cros	s a body o	f water?		Yes ÎNo Î					
	Has the br	idge been	seismically	retrofitted?		Yes ¹ No ¹					
	Is it a rigid	box culver	t?			Yes ¹ No 1					
111	Is the supe	erstructure	integral w	th the abutmen	ts?	Yes ¹ No	Com	ments:			
URI	Does the s	uperstruct	ure contaiı	n box girders?		Yes ÎNo Î					
Z				r traffic loading		Yes ¹ No					
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?										
ERS.	at the left s										
ם	Is the bridg	ge skewed'	?			Yes No 1	There are pin holes at the left side of the bridge.				
S	Is there an joint?	y unusual	gap or offs	set at an expan	sion	Yes ÎNo	the bridge	J.			
	Type F	Rocker Ro	oller ⁱ Elasto	ometric Pad [®] Sli	iding ^í M	ulti-rotation ⁽	Condition	FAIR ¹			
40	If there are	quake?	Yes ¹ No l								
GS	Does the bridge with less than 3 girders have exterior girder supported on the										
N Z	seat edge? Are the be	us?	Yes No Yes								
BEARINGS				d on individual p				Yes No			
Ш	What is the		nal suppor	length measu	ed in a	direction perpo	endicular	15 in			
E SE	Is the abut	ment a car	ntilever ea	rth-retaining ab	utment?	?		Yes ⁽ No ⁽			
TJ.	Are the rei	nforced co	ncrete col	umns monolithi	c with th	ne superstructi	ure?	Yes ⁽ No l			
RUCTURE	piers?			ovement or tiltir				Yes ÎNo Î			
SUBST	Is there un units?	usual or ex	ktensive ei	osion of soil at	or near	any of the sub	ostructure	Yes ¹ No Î			
SU	Do you thin	nk abutmei	nt-slope fa	ilures are poss	ble in a	n earthquake?)	Yes∫No			
ОТНЕК	¹ Corrosion	Do you think abutment-slope failures are possible in an earthquake? Yes No I Corrosion of the bearings is noticeable.									

Form 23: Inspection of Bridge # 79-0024-B00118 and Bridge # 79-0024-B00118P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing		D TENNIE		Dride	na Number 70	0024 D0044	0 and			
	Crossing	1-24 UVE	K I EININE	SSEE RIVER	Para	ge Number 79-	0024-D0011	o anu			
	Year	1969	County	MARSHALL		ur Length (Mile	es)				
AL	Built					3 (,				
띪	Latitude			M Longitude		88D 17.173M		se list them			
Z		fications b	een made	since the bridge	e was o	constructed?→	(Structure	or load).			
GENERAI	No.					\\ i\\- i					
	Does the b			y retrofitted?		Yes No 1					
	Is it a rigid			y retroffitted:		Yes No					
				ith the abutmen	ts?	Yes ÎNo	Com	ments:			
RE				n box girders?		Yes No					
l E	Is there lat	eral mover	ment unde	r traffic loading?	•	Yes ¹ No 1					
SUPERSTRUCTURE	Is the bridg toppling fa										
ERS.	Would gros instability?	Would gross movement of superstructure cause									
<u> </u>	Is the bridg					Yes ¹ No					
S	Is there an joint?	y unusual	gap or offs	set at an expans	sion	Yes ¹ No					
	Type F	Condition	GOOD								
40	If there are	quake?	Yes ^í No								
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes ÎNo Î			
ARI			s, under th	e abutment end	-diaphr	ragm, continuo	us?	Yes No Î			
3E,	Are there a	any girders	supported	d on individual p	edesta	ls or columns?	1	Yes ÎNo Î			
	What is the to the supp		nal suppor	t length measur	ed in a	direction perpe	endicular				
SE	Is the abut	ment a car	ntilever ea	rth-retaining abu	ıtment'	?		Yes ÎNo Î			
<u>5</u>	Are the rei	nforced co	ncrete col	umns monolithic	with th	ne superstructu	ıre?	Yes ÎNo Î			
RUCTURE	piers?			ovement or tiltin	_			Yes ⁽ No			
SUBSTF	Is there un units?	usual or ex	xtensive e	rosion of soil at	or near	any of the sub	structure	Yes ÎNo Î			
SUE	Do you thin	nk abutme	nt-slope fa	ilures are possi	ble in a	ın earthquake?	1	Yes ⁽ No			
OTHER	Do you think abutment-slope failures are possible in an earthquake? Yes No										

Form 24: Inspection of Bridge # 79-0024-B00136 and Bridge # 79-0024-B00136P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing	7	R LITTLE		Bride	je Number 79-	0024-					
	Orossing	CREEK		. 001111	B001		0024					
	Year	1973	County	MARSHALL		ur Length (Mile	es)					
A	Built					3 (/					
2	Latitude		I.	Longitude	<u> </u>		If yes. Plea	se list them				
Z		ifications b	een made	since the bridg	e was o	constructed?-	(Structure of	or load).				
GENERAL	No. Î											
O	Does the b					Yes ÎNo Î						
				y retrofitted?		Yes No						
	Is it a rigid	Is it a rigid box culvert? Is the superstructure integral with the abutments? Yes No Con										
ш	Is the supe	Comi	ments:									
UR	Does the s											
CT		Is there lateral movement under traffic loading? Yes No										
TRU	toppling fai	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Yes No										
SUPERSTRUCTURE	Would gros instability?	Would gross movement of superstructure cause instability?										
UPI		Is the bridge skewed? Yes ÎNo Yes ÎNo ✓ III										
S	Is there an joint?	y unusual	gap or offs	set at an expan	sion	Yes ¹ No ¹						
				ometric Pad ^í Sli	_		Condition	GOOD				
(0	If there are	pedestals	, are the b	earings likely to	overtu	ırn in an eartho	quake?	Yes ⁽ No ⁽				
BEARINGS	Does the b		less than	3 girders have	exterior	girder support	ed on the	Yes ÎNo Î				
R	Are the bea	aring seats	s, under th	e abutment end	l-diaphr	agm, continuo	us?	Yes ÎNo Î				
3E/	Are there a	any girders	supported	d on individual p	edesta	ls or columns?)	Yes ÎNo Î				
	What is the to the supp		nal suppor	t length measur	ed in a	direction perpo	endicular	20 in				
Ş.	Is the abut	ment a car	ntilever ea	rth-retaining ab	utment'	?		Yes ⁽ No ⁽				
<u> </u>	Are the rei	nforced co	ncrete col	umns monolithi	with th	ne superstructi	ure?	Yes ⁽ No ⁽				
RUCTURE	piers?			ovement or tiltir				Yes ÎNo Î				
SUBSTE	Is there un units?	usual or ex	ktensive e	rosion of soil at	or near	any of the sub	ostructure	Yes ¹ No ¹				
SUI	Do you thir	Do you think abutment-slope failures are possible in an earthquake? Yes No.										
OTHER												
H												

Form 25: Inspection of Bridge # 70-0024-B00061 and Bridge # 70-0024-B00061P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing			ASSEE CREEK	Brido	ge Number 70-	0024-				
	or cooming			THE STATE OF THE S	B000						
	Year	1974	County	LIVINGSTON	Deto	ur Length (Mile	es)				
ΑŽ	Built	<u> </u>		<u> </u>							
出	Latitude	£:+:	h	Longitude				se list them			
GENERAL	No.	Tications	been mad	de since the bridge	e was c	constructed?	(Structure o	or ioad).			
5	Does the b	ridae cra	nss a hody	of water?		Yes ÎNo Î					
				ally retrofitted?		Yes No					
	Is it a rigid					Yes No i					
	Is the supe	Is the superstructure integral with the abutments? Yes No 1									
JRE	Does the s										
CT				der traffic loading?		Yes ÎNo Î					
TRU	toppling fa	ilure of th	ne bearing		after	Yes ⁽ No ⁽					
SUPERSTRUCTURE	Would gros	Would gross movement of superstructure cause nstability? Yes No									
P	Is the bridg										
S	Is there an joint?	Is there any unusual gap or offset at an expansion joint?									
				stometric Pad Sli	•		Condition	GOOD			
(0	If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the										
BEARINGS	seat edge?	?		•				Yes ÎNo Î			
R	Are the be	aring sea	ats, under	the abutment end	-diaphr	agm, continuo	us?	Yes ÎNo Î			
3E/	Are there a	any girde	rs support	ed on individual p	edesta	ls or columns?)	Yes ÎNo Î			
	What is the to the supp		dinal supp	ort length measur	ed in a	direction perpo	endicular	20 in			
ŞE	Is the abut	ment a c	antilever e	earth-retaining abo	ıtment′	?		Yes ⁽ No (
	Are the rei	nforced o	concrete c	olumns monolithic	with th	ne superstructi	ıre?	Yes ÎNo Î			
RUCTURE	piers?			movement or tiltin				Yes ÎNo Î			
SUBSTE	Is there un units?	usual or	extensive	erosion of soil at	or near	any of the sub	ostructure	Yes ¹ No ¹			
SUI	Do you thir	nk abutm	ent-slope	failures are possi	ole in a	n earthquake?)	Yes ÎNo Î			
OTHER											
E											

Form 26: Inspection of Bridge # 70-0024-B00062 and Bridge # 70-0024-B00062P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing I-24 OVER KY-917 Bridge Number 70-0024-B00062 and									
	Crossing	I-24 O\	/ER KY-9 ⁻	17	Bridg Para		0024-B0006	2 and		
	Year	1977	County	LIVINGSTON		ur Length (Mile	es)			
⋖	Built									
H	Latitude		37D 03.39			88D 14.041M	If yes. Please list them			
GENERAL	∣ Have modi <i>No</i> . 	fications	been mad	le since the bridge	e was c	constructed?-	(Structure	or load).		
95	Does the b	ridae cra	nee a hody	of water?		Yes ÎNo				
				ally retrofitted?		Yes No				
	Is it a rigid			my rotronttou.		Yes No				
				with the abutment	s?	Yes ¹ No	Com	ments:		
JRE	Does the s	uperstru	cture cont	ain box girders?		Yes ÎNo				
LT2	Is there lat	eral mov	ement und	der traffic loading?	1	Yes ¹ No				
SUPERSTRUCTURE	toppling fai	lure of the	ne bearing		after	Yes ÎNo				
ERS.	Would gros instability?	s moven	nent of sup	erstructure cause		Yes ¹ No 1				
l P	Is the bridg	je skewe	ed?			Yes No î				
S	Is there an joint?	y unusua	al gap or o	ffset at an expans	ion	Yes ÎNo				
	Type F	Condition	GOOD							
40	If there are pedestals, are the bearings likely to overturn in an earthquake?									
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes ÎNo 🎚		
4RI	Are the bearing seats, under the abutment end-diaphragm, continuous?							Yes[No i		
BE/	Are there a	ny girde	rs support	ed on individual p	edesta	ls or columns?	•	Yes No i		
	What is the to the supp		dinal suppo	ort length measure	ed in a	direction perpe	endicular	20 in		
SE	Is the abut	ment a c	antilever e	earth-retaining abu	tment	?		Yes ÎNo Î		
1 12	Are the rei	nforced o	concrete c	olumns monolithic	with th	ne superstructu	ure?	Yes ÎNo Î		
RUCTURE	piers?			movement or tiltin	_			Yes No Î		
SUBST	Is there un units?	usual or	extensive	erosion of soil at	or near	any of the sub	ostructure	Yes ÎNo 🎚		
SUI	Do you thir	nk abutm	ent-slope	failures are possil	ole in a	n earthquake?)	Yes ⁽ No		
OTHER										

Form 27: Inspection of Bridge # 70-0024-B00063 and Bridge # 70-0024-B00063P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

			/ED OLIMPI	•	Deia	la.a. N	0.0004.000)()) and		
	Crossing	1-24 O\	EK COMBE	ERLAND RIVER		lge Number 7 allel	0-0024-B000	163 and		
	Year	1977	County	LIVINGSTON		our Length (M	liles)			
7	Built	1977	County	LIVINGSTON	Det	our Length (iv	11165)			
8	Latitude	0.3	37D 03.599N	/ Longitude	08	8D 13.123M	If ves Plea	se list them		
GENERAL				since the bridge v						
Ē	No.						`	,		
Ŋ	Does the b	ridge cro	oss a body o	f water?		Yes No i				
	Has the bri	dge bee	n seismically	y retrofitted?		Yes No				
	Is it a rigid	box culv	ert?			Yes ⁽ No				
ш	Is the supe	Com	ments:							
URI	Does the s									
CT				r traffic loading?		Yes ÎNo Î				
SUPERSTRUCTURE	toppling fai	lure of the	ne bearings?		fter	Yes ¹ No I				
ERS.	Would gros instability?									
l P	Is the bridg					Yes ÎNo				
S	Is there an joint?	y unusua	al gap or offs	set at an expansion	n	Yes ¹ No 1				
	• •			ometric Pad Slidin			Condition	GOOD		
(0	If there are pedestals, are the bearings likely to overturn in an earthquake?									
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?									
ARI I			ats, under th	e abutment end-di	aphra	agm, continuo	us?	Yes No i		
BE/				d on individual ped				Yes No Î		
	What is the to the supp		dinal support	t length measured	in a c	direction perpe	endicular			
₹ S	Is the abut	ment a c	antilever ea	rth-retaining abutn	nent?			Yes No Î		
Ę				umns monolithic w		•		Yes ⁽ No		
RUCTURE	piers?			ovement or tilting of				Yes ⁽ No		
SUBST	Is there un units?	usual or	extensive er	rosion of soil at or	near	any of the sub	structure	Yes ⁽ No		
SUI	Do you thir	nk abutm	ent-slope fa	ilures are possible	in ar	n earthquake?		Yes ⁽ No		
OTHER	- The distance to the back wall from the girder end may be large enough to permit very large rotation of the bearings.									

Form 28: Inspection of Bridge # 72-0024-B00035 and Bridge # 72-0024-B00035P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

			ound on 1-2								
	Crossing	1 -24 OVI	ER I.C.R.R.		Bridg Para	ge Number 72-0 llel	0024-B0003	5 and			
بر	Year Built	1967	County	LYON	Deto	ur Length (Mile	es)				
8	Latitude	037	D 04.214M	Longitude	l Os	88D 08.858M	If was Plaa	se list them			
뿌						constructed?					
GENERAI	No.		001111114400	moo aro bridge	, ,,,,,,	, on our dottod .	(0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.				
g	Does the b	ridge cros	s a body of v	water?		Yes ÎNo Î					
			seismically r	etrofitted?		Yes ¹ No					
	Is it a rigid	box culver	t?			Yes ¹ No 1					
ш	Is the supe	erstructure	integral with	the abutment	s?	Yes ÎNo	Com	ments:			
UR	Does the s	uperstruct	ure contain l	oox girders?		Yes ÎNo					
CT				raffic loading?		Yes ÎNo					
TRU	toppling fai	ilure of the	bearings?	an earthquake	after	Yes ÎNo Î					
SUPERSTRUCTURE	instability?	•									
UP						Yes No 1					
S	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ¹ No 1					
	Type F	Condition	GOOD								
"	If there are	uake?	Yes ⁽ No l								
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes ÎNo 🎚			
ARI						agm, continuo		Yes No î			
BE	Are there a	any girders	supported of	on individual p	edesta	ls or columns?	1	Yes No î			
	What is the to the supp		nal support l	ength measure	ed in a	direction perpe	endicular	16 in			
ŞE	Is the abut	ment a car	ntilever earth	n-retaining abu	tment?	?		Yes ⁽ No (
<u>5</u>	Are the rei	nforced co	ncrete colun	nns monolithic	with th	ne superstructu	ıre?	Yes ÎNo Î			
RUCTURE	piers?					e abutments, c		Yes ÎNo 🎚			
SUBSTE	Is there un units?	usual or ex	ktensive ero	sion of soil at o	or near	any of the sub	structure	Yes ⁽ No			
SUI	Do you thir	nk abutme	nt-slope failu	ires are possib	ole in a	in earthquake?	,	Yes ⁽ No			
OTHER		Do you think abutment-slope failures are possible in an earthquake? Yes No									

Form 29: Inspection of Bridge # 72-0024-B00036 and Bridge # 72-0024-B00036P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge

which is located westbound on I-24)

	· ·		11 1-24)	2107.00	Б.,	N 1 70	0004 B0000	0 1		
	Crossing	1-24 WB	LANE OVE	R KY-93	Bridg	je Number 72-(0024-B0003	6 and		
	Year	1969	County	LYON		ur Length (Mile	26)			
AL	Built	7000	County	2101	Deto	ar Lerigar (wine	,0)			
낊	Latitude	037	D 04.346M	Longitude	08	38D 08.497M	If yes. Plea	If yes. Please list them		
GENERAL		fications b	een made s		was c	constructed?-				
븼	No.									
			s a body of			Yes No				
			seismically i	retrofitted?		Yes No				
	Is it a rigid					Yes No	Com	manta		
ш	Is the superstructure integral with the abutments? Yes No Does the superstructure contain box girders? Yes No							ments:		
UR	Does the s	uperstruct								
E	Is there lateral movement under traffic loading? Yes 1No									
IRU	Is the bridg toppling fai		Yes ÎNo							
SUPERSTRUCTURE	Would gros instability?	s moveme	nt of supers	tructure cause		Yes ⁽ No				
J _P	Is the bridg	ge skewed'	?			Yes No 1				
S	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ÎNo				
	Type Rocker Roller Elastometric Pad Sliding Multi-rotation Condition							FAIR 1		
10	If there are pedestals, are the bearings likely to overturn in an earthquake?									
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?									
R	Are the bea	us?	Yes No Î							
3E/	Are there a	ny girders	supported of	on individual p	edesta	ls or columns?	,	Yes No Î		
	What is the to the supp		nal support l	ength measure	ed in a	direction perpe	endicular	16 in		
Щ	Is the abut	ment a car	ntilever earth	n-retaining abu	tment'	?		Yes ÎNo Î		
Ę.	Are the rei	nforced co	ncrete colur	nns monolithic	with th	ne superstructu	ıre?	Yes ⁽ No		
RUCTURE	Is there ho piers?	rizontal or	vertical mov	ement or tilting	g of the	e abutments, c	olumns or	Yes ⁽ No		
SUBSTF	Is there un units?	usual or ex	ktensive ero	sion of soil at o	or near	any of the sub	structure	Yes ÎNo Î		
SUE	Do you thir	nk abutmei	nt-slope failu	ures are possib	ole in a	n earthquake?	1	Yes ⁽ No		
OTHER	¹ Corrosion of the bearings is noticeable.									

Form 30: Inspection of Bridge # 72-0024-B00037 and Bridge # 72-0024-B00037P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

1		1		7)	1				
	Crossing	I-24 OVE	R US-62		Bridg Paral	e Number 72-0 Iel	0024-B0003	7 and	
	Year	1976	County	LYON	Detou	ır Length (Mile	es)		
₹	Built								
H H	Latitude		D 04.439M			8D 07.288M		se list them	
GENERAL	Have modi	tications b	een made s	ince the bridge	e was c	onstructed?→	(Structure	or load).	
GE		ridae cross	s a body of v	vator2		Yes ÎNo Î	-Cable rest	raints at	
			seismically i			Yes No	abutments	rainto at	
	Is it a rigid			Ctronitied:		Yes No			
	Is the supe	ments:							
JRE	Does the s	uperstruct	ure contain	box girders?		Yes ⁽ No			
LT2	Is there late	eral mover	nent under t	raffic loading?	•	Yes ⁽ No			
SUPERSTRUCTURE	Is the bridg toppling fai								
ERS	Would gros instability?								
<u> </u>	Is the bridg	je skewed'	?			Yes No 1			
S	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ÎNo			
	Type F	FAIR 1							
40	If there are	quake?	Yes ÎNo						
BEARINGS	Does the b	ed on the	Yes ¹ No 1						
٩RI	Are the bea	us?	Yes No i						
BE,	Are there a	ny girders	supported of	on individual p	edestal	s or columns?	1	Yes No Î	
	What is the to the supp		al support l	ength measur	ed in a	direction perpe	endicular	16 in	
₹ E	Is the abut	ment a car	ntilever earth	n-retaining abu	ıtment?			Yes ÎNo Î	
<u>5</u>	Are the rei	nforced co	ncrete colun	nns monolithic	with th	e superstructu	ıre?	Yes ⁽ No (
RUCTURE	piers?					abutments, c		Yes ÎNo Î	
SUBSTE	Is there un units?	usual or ex	tensive ero	sion of soil at	or near	any of the sub	structure	Yes No Î	
SUI	Do you thir	nk abutmei	nt-slope failu	ıres are possi	ole in a	n earthquake?	1	Yes ¹ No I	
OTHER	- Erosion has occurred under the shoulder of the approach pavement The expansion joint in the Eastbound lane is damaged. ¹ Corrosion of the bearings is noticeable.								

Form 31: Inspection of Bridge # 72-0024-B00039 and Bridge # 72-0024-B00039P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

		estbound o						1		
	Crossing	I-24 OVE	R KNOB C	REEK	Bridg Para	ge Number 72- llel	0024-B0003	9 and		
 	Year Built	1976	County	LYON	Deto	ur Length (Mile	es)			
GENERAL	Latitude	037	D 04.316M	Longitude	08	88D 05.920M	If ves. Plea	se list them		
岁						constructed?→				
Ä	No.					i B a				
			s a body of v			Yes No 1				
	Is it a rigid		seismically r	etrofitted?		Yes No Yes No				
				the abutment	· c ?	Yes No	Com	ments:		
₩ E	· ·			oox girders?	.5 !	Yes No				
1		•		raffic loading?	,	Yes ÎNo Î				
RUC	Is the bridg									
SUPERSTRUCTURE	Would gros									
ם	Is the bridg	ge skewed	?			Yes ¹ No				
าร	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ÎNo				
	Type F	GOOD								
	If there are	Yes ÎNo								
BEARINGS	Does the b	ed on the	Yes ÎNo Î							
ARI						agm, continuo		Yes No î		
3E,	Are there a	any girders	supported of	on individual p	edesta	ls or columns?		Yes No î		
	What is the to the supp		nal support l	ength measur	ed in a	direction perpo	endicular	22 in		
SE .	Is the abut	ment a car	ntilever earth	n-retaining abu	ıtment1	?		Yes ⁽ No ⁽		
Ę	Are the rei	nforced co	ncrete colun	nns monolithic	with th	ne superstructu	ıre?	Yes ¹ No 1		
RUCTURE	Is there ho piers?	rizontal or	vertical mov	rement or tiltin	g of the	e abutments, c	olumns or	Yes ÎNo Î		
SUBSTF	Is there un units?	usual or ex	ktensive ero	sion of soil at	or near	any of the sub	structure	Yes No î		
SUE	Do you thin	nk abutme	nt-slope failu	ıres are possil	ole in a	in earthquake?	1	Yes ¹ No ¹		
OTHER										

Form 32: Inspection of Bridge # 72-0024-B00041 and Bridge # 72-0024-B00041P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

omage	willen is io	cated west	bound on I-2	24)						
	Crossing	I-24 OVE	R PORT AL	JTHORITY RD		lge Number 7: allel	2-0024-B000	041 and		
AL	Year Built	1971	County	LYON	Det	our Length (M	liles)			
GENERAL	Latitude	037	D 04.003M	Longitude	08	8D 03.985M		se list them		
		fications b	een made s	ince the bridge v	vas c	onstructed?-	(Structure	or load).		
B	No.	widen area	b - d f -	.voto.vO		Vaa ÎMa fi				
			s a body of v seismically r			Yes ÎNo Î Yes ÎNo Î				
	Is it a rigid			eli Olitteu :		Yes No				
		Is the superstructure integral with the abutments? Yes No Co								
JRE	Does the s									
L				traffic loading?		Yes ¹ No 1				
IRU.	Is the bridg toppling fai			an earthquake at	fter	Yes ÎNo Î				
SUPERSTRUCTURE				tructure cause		Yes ¹ No 1				
B	Is the bridg	ge skewed'	?			Yes No î				
S	Is there an joint?	y unusual (gap or offse	t at an expansion	n	Yes ¹ No 1				
	Type Rocker Roller Elastometric Pad Sliding Multi-rotation Condition									
.	If there are	Yes ⁽ No								
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?									
ARI			, under the	abutment end-di	aphra	agm, continuo	us?	Yes No i		
BE/	Are there a	any girders	supported of	on individual ped	estal	s or columns?	1	Yes No i		
	What is the to the supp	e longitudir ort?	nal support l	ength measured	in a	direction perpe	endicular	20 in		
SE .	Is the abut	ment a car	ntilever earth	n-retaining abutm	nent?			Yes ÎNo Î		
	Are the rei	nforced co	ncrete colun	nns monolithic w	ith th	e superstructu	ıre?	Yes ÎNo Î		
RUCTURE	Is there ho piers?	rizontal or	vertical mov	ement or tilting of	of the	abutments, c	olumns or	Yes ⁽ No		
SUBSTR		usual or ex	ktensive ero	sion of soil at or	near	any of the sub	structure	Yes ÎNo		
SUE	Do you thir	nk abutmei	nt-slope failu	ures are possible	in ar	n earthquake?	,	Yes ÎNo		
отнек	Do you think abutment-slope failures are possible in an earthquake? Yes No Corrosion of the bearings is noticeable.									

Form 33: Inspection of Bridge # 72-0024-B00044 and Bridge # 72-0024-B00044P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

			ound on 1-2							
	Crossing	I-24 OVE	R EDDY CF	REEK	Bridge Paral	e Number 72- Iel	0024-B0004	4 and		
	Year	1967	County	LYON	Detou	ır Length (Mile	es)			
≾	Built				L					
H	Latitude		D 02.223M			8D 00.447M		se list them		
GENERAL	Have modi <i>No</i> .	tications b	een made s	ince the bridge	e was c	onstructed?-	(Structure	or load).		
9		ridae cross	s a body of v	vater?		Yes No 1				
			seismically i			Yes No				
	Is it a rigid			Ctronticu:		Yes No				
				the abutment	s?	Yes ¹ No ¹	Com	ments:		
JRE	Does the s	uperstruct	ure contain	box girders?		Yes ¹ No 1				
CT.	Is there late	eral mover	nent under t	raffic loading?		Yes ¹ No 1				
TRU	toppling fai	lure of the	bearings?	an earthquake	after	Yes ¹ No 1				
SUPERSTRUCTURE	Would gros instability?	s moveme	nt of supers		Yes ÎNo Î					
J _P	Is the bridg	je skewed'	?			Yes No 1				
S	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ¹ No 1				
	Type Rocker Roller Elastometric Pad Sliding Multi-rotation Condition									
40	If there are pedestals, are the bearings likely to overturn in an earthquake?									
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?									
ARI	Are the bea	us?	Yes No i							
BE,	Are there a	ny girders	supported of	on individual p	edestal	s or columns?		Yes No î		
	What is the to the supp		al support l	ength measure	ed in a	direction perpe	endicular	16 in		
₹ S	Is the abut	ment a car	ntilever earth	n-retaining abu	tment?			Yes ¹ No ¹		
	Are the rei	nforced co	ncrete colun	nns monolithic	with th	e superstructu	ıre?	Yes ¹ No 1		
RUCTURE	piers?			ement or tiltin	_			Yes ÎNo		
SUBSTF	Is there un units?	usual or ex	tensive ero	sion of soil at	or near	any of the sub	structure	Yes ⁽ No		
SUI	Do you thir	nk abutmei	nt-slope failu	ıres are possil	ole in ar	n earthquake?		Yes ¹ No ¹		
OTHER	¹ The West end of the bridge is questionable.									

Form 34: Inspection of Bridge # 72-0024-B00048 and Bridge # 72-0024-B00048P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

37702	Crossing I-24 OVER DRY FORK CREEK Bridge Number 72-0024-B00048 and										
	Crossing	I-24 OVE	R DRY FOR	RK CREEK	Bridg Paral	je Number 72-0 llel	0024-B0004	8 and			
۸L	Year Built	1967	County	LYON	Deto	ur Length (Mile	es)				
2	Latitude	036	D 58.826M	Longitude	30	37D 54.632M	If ves. Plea	se list them			
GENERA						constructed?	(Structure				
一页	No.					Ť					
0	Does the b	ridge cros	s a body of v	vater?		Yes No 1					
			seismically r	etrofitted?		Yes No Yes No					
	Is it a rigid										
ш	Is the supe	Com	ments:								
UR				oox girders?		Yes ÎNo					
CT				raffic loading?		Yes ÎNo					
TRU	toppling fa	ilure of the	bearings?	an earthquake	after	Yes ⁽ No (
SUPERSTRUCTURE	Would gros instability?	ss moveme	nt of superst	ructure cause		Yes ¹ No					
UPE	Is the bridg					Yes No í					
S	Is there an joint?	y unusual	gap or offset	t at an expans	ion	Yes ¹ No					
	Type F	Rocker ⁱ Ro	ıller ⁱ Elaston	netric Pad Slid	ling ⁽ M	ulti-rotation ⁽	Condition	GOOD			
	If there are	pedestals	, are the bea	arings likely to	overtu	rn in an eartho	uake?	Yes ÎNo			
BEARINGS	Does the b		less than 3 (girders have e	xterior	girder support	ed on the	Yes ÎNo			
ARI						agm, continuo		Yes No Î			
BE,				<u> </u>		ls or columns?		Yes No Î			
	What is the to the supp		al support le	ength measure	ed in a	direction perpe	endicular	15 in			
ZE	Is the abut	ment a car	ntilever earth	n-retaining abu	tment?	>		Yes ⁽ No ⁽			
	Are the rei	nforced co	ncrete colun	nns monolithic	with th	ne superstructu	ıre?	Yes ¹ No 1			
RUCTURE	Is there ho piers?	rizontal or	vertical mov	ement or tilting	g of the	e abutments, c	olumns or	Yes ÎNo			
	Is there un units?	usual or ex	tensive eros	sion of soil at o	or near	any of the sub	structure	Yes ⁽ No ⁽			
SUBS	Do you thin	nk abutmei	nt-slope failu	ires are possib	ole in a	n earthquake?		Yes Í No Í			
ОТНЕК	Do you think abutment-slope failures are possible in an earthquake? Yes No No inspection occurred under the bridge due to inaccessibility.										

Form 35: Inspection of Bridge # 111-0024-B00027 and Bridge # 111-0024-B00027P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

			ound on 1-2	,						
	Crossing	I-24 OVE	R CAD12 R	ł.R.	Bridg Para	je Number 111 llel	-0024-B000	27 and		
<u>۲</u>	Year Built	1969	County	TRIGG	Deto	ur Length (Mile	es)			
- E	Latitude	036	D 52.317M	Longitude	30	87D 43.046M	If yes. Plea	se list them		
GENERAL					was c	constructed?→				
3.6	No.									
			s a body of			Yes No				
	Is it a rigid		seismically i	etronited?		Yes No Yes No				
	 			the abutment	s?	Yes No	Com	ments:		
JRE	Does the s	uperstruct	ure contain	oox girders?		Yes ÎNo Î				
LT:	Is there lat	eral mover	ment under t	raffic loading?		Yes ÎNo Î				
TRU	Is the bridg toppling fa									
SUPERSTRUCTURE	Would gros									
J P	Is the bridge					Yes No 1				
S	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ⁽ No				
	Type F	Rocker Ro	oller ⁱ Elaston	netric Pad [®] Slic	ding∫ M	ulti-rotation ⁽	Condition	GOOD		
1.5	If there are	quake?	Yes ÎNo Î							
BEARINGS	Does the b	ed on the	Yes ¹ No I							
ARI			s, under the	abutment end	-diaphr	agm, continuo	us?	Yes No Î		
3E,	Are there a	any girders	supported of	on individual p	edesta	ls or columns?	1	Yes No Î		
	What is the to the supp		nal support l	ength measure	ed in a	direction perpe	endicular	20 in		
₹	Is the abut	ment a car	ntilever earth	n-retaining abu	tment	?		Yes ÎNo Î		
	Are the rei	nforced co	ncrete colun	nns monolithic	with th	ne superstructu	ıre?	Yes ÎNo		
RUCTURE	Is there ho piers?	rizontal or	vertical mov	rement or tiltin	g of the	e abutments, c	olumns or	Yes ⁽ No)		
SUBSTR		usual or ex	ktensive ero	sion of soil at o	or near	any of the sub	structure	Yes ÎNo 🎚		
SUE	Do you thin	nk abutme	nt-slope failu	ıres are possil	ole in a	n earthquake?	,	Yes ÎNo 🌡		
OTHER										

Form 36: Inspection of Bridge # 111-0024-B00044 and Bridge # 111-0024-B00044P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing	I-24 OVE	R US-68	•		e Number 111	-0024-B000	44 and				
				T	Paral							
با	Year Built	1969	County	TRIGG	Detou	ur Length (Mile	es)					
₩	Latitude	036	D 52 914M	Longitude	1 08	37D 44.085M	If ves Plea	se list them				
GENERAL				ince the bridge			(Structure					
買	No.						,	,				
0			s a body of			Yes [No						
			seismically	retrofitted?		Yes No						
	Is it a rigid				_	Yes No	Com	ments:				
ш	•			the abutment	s?	Yes No	Com	illellis.				
l R	Does the s	uperstruct	ure contain	box girders?		Yes ⁽ No						
E	Is there lat	eral mover	ment under	traffic loading?		Yes ¹ No						
IRU	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?											
SUPERSTRUCTURE	Would gros instability?											
F	Is the bridg											
S	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ÎNo						
	Type Rocker Roller Elastometric Pad Sliding Multi-rotation Condition											
10	If there are pedestals, are the bearings likely to overturn in an earthquake?											
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?											
N I	Are the be	aring seats	s, under the	abutment end-	-diaphra	agm, continuo	us?	Yes No i				
3E/	Are there a	any girders	supported	on individual p	edestal	s or columns?	١	Yes No Î				
	What is the to the supp		nal support l	ength measure	ed in a	direction perpe	endicular	16 in				
Щ	Is the abut	ment a car	ntilever eartl	h-retaining abu	tment?			Yes ÎNo Î				
J.	Are the rei	nforced co	ncrete colur	nns monolithic	with th	e superstructu	ıre?	Yes ¹ No 1				
RUCTURE	Is there ho piers?	rizontal or	vertical mov	vement or tilting	g of the	abutments, c	olumns or	Yes ¹ No 1				
		usual or ex	tensive ero	sion of soil at o	or near	any of the sub	structure	Yes ÎNo Î				
SUBST	Do you thin	nk abutme	nt-slope fail	ures are possib	ole in a	n earthquake?		Yes ¹ No				
OTHER	In the expansion end is slightly corroded. I Expansion rockers are rocked toward abutment significantly (Temp = 80 degrees). Yes No Yes No Yes No Yes No											

Form 37: Inspection of Bridge # 111-0024-B00048 and Bridge # 111-0024-B00048P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

			ound on 1-2	•	1					
	Crossing	I-24 OVE	ER MUDDY	CK FORK	Bridg Paral	e Number 111 Iel	-0024-B000	48 and		
	Year	1970	County	TRIGG	Detou	ır Length (Mile	es)			
₹	Built									
出	Latitude		D 55.579M			37D 48.407M		se list them		
GENERAL	Have modi No. I	fications b	een made s	ince the bridge	e was c	onstructed?	(Structure	or ioad).		
9		ridae cros	s a body of	water?		Yes No 1				
			seismically			Yes No				
	Is it a rigid			i oti onitioa :		Yes No				
				the abutment	s?	Yes ÎNo Î	Com	ments:		
JRE	Does the s	uperstruct	ure contain	box girders?		Yes ⁽ No				
CT				traffic loading?		Yes ¹ No 1				
SUPERSTRUCTURE	Is the bridg toppling fai	lure of the	Yes ¹ No I							
ERS.	Would gros instability?	s moveme	nt of supers		Yes ÎNo Î					
N	Is the bridg					Yes ⁽ No				
S	Is there an	y unusual _!	gap or offse	t at an expans	ion	Yes ¹ No I	1			
	Type Rocker Roller Elastometric Pad Sliding Multi-rotation Condition									
(0	If there are pedestals, are the bearings likely to overturn in an earthquake?									
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?									
٩RI	Are the bearing seats, under the abutment end-diaphragm, continuous?									
BE/	Are there a	ny girders	supported of	on individual p	edestal	s or columns?	1	Yes No í		
	What is the to the supp		al support l	ength measure	ed in a	direction perpe	endicular	15 in		
₹ S	Is the abut	ment a car	ntilever earth	n-retaining abu	itment?			Yes ÎNo Î		
<u> </u>				nns monolithic		•		Yes ⁽ No		
RUCTURE	piers?			ement or tiltin	_			Yes ÎNo Î		
SUBST	Is there ununits?	usual or ex	tensive ero	sion of soil at	or near	any of the sub	structure	Yes ÎNo Î ²		
SUI	Do you thir	ık abutmeı	nt-slope failı	ures are possil	ole in a	n earthquake?	,	Yes ⁽ No ⁽		
OTHER	- No inspection occurred under the bridge due to inaccessibility. ¹ Corrosion at the abutments and bearings is noticeable. ² Non-visible (east abutments are overgrown and not visible).									

Form 38: Inspection of Bridge # 24-0024-B00090 and Bridge # 24-0024-B00090P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

			DOUIIG OII		Б		2221 2222	•		
	Crossing	1-24 OVE	R SINKIN	IG FORK CK		je Number 24-	0024-B0009	0 and		
	Year	1976	County	CHRISTIAN	Paral	ur Length (Mile	25)			
\rightarrow	Built	10.0	County		5010	a. Longur (will	,			
GENERAL	Latitude		D 50.014N			39.878M		se list them		
		fications b	een made	since the bridge	e was c	constructed?→	(Structure	or load).		
B	No.	ridas s===	o o boder -	f water?		Voo fine i				
•	Does the b			y retrofitted?		Yes No 1 Yes No 1				
	Is it a rigid			y retroffited?		Yes No				
	i			ith the abutmen	:s?	Yes ÎNo Î	Com	ments:		
JRE	Does the s									
CT.	Is there lat	eral mover	nent unde	r traffic loading?)	Yes ¹ No l				
TRU	Is the bridg toppling fa									
SUPERSTRUCTURE	Would gros instability?									
F	Is the bridg	ge skewed'	?			Yes No 1				
S	Is there an joint?	y unusual	gap or offs	set at an expans	ion	Yes ÎNo				
	Type Rocker Roller Elastometric Pad Sliding Multi-rotation Condition									
	If there are pedestals, are the bearings likely to overturn in an earthquake?									
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes ÎNo		
ARI	Are the be	aring seats	s, under th	e abutment end	-diaphr	agm, continuo	us?	Yes No Î		
3E,	Are there a	any girders	supported	d on individual p	edesta	ls or columns?)	Yes No Î		
	What is the to the supp		nal suppor	t length measur	ed in a	direction perpo	endicular	12 in		
3E	Is the abut	ment a car	ntilever ea	rth-retaining abo	ıtment?	?		Yes ÎNo Î		
ΙĒ	Are the rei	nforced co	ncrete col	umns monolithio	with th	ne superstructi	ure?	Yes ¹ No 1		
RUCTURE	piers?			ovement or tiltin	_			Yes ⁽ No		
SUBSTR	Is there un units?	usual or ex	ktensive e	rosion of soil at	or near	any of the sub	ostructure	Yes ÎNo Î		
SUE	Do you thir	nk abutmei	nt-slope fa	ilures are possi	ole in a	n earthquake?)	Yes ÎNo Î		
OTHER	- Some sections of pavement have cracked.									

Form 39: Inspection of Bridge # 24-0024-B00122 and Bridge # 24-0024-B00122P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	1		ound on 1					1			
	Crossing	I-24 OVE	R KY-117		Bridg Para	je Number 24- Ilel	0024-B0012	2 and			
بِ	Year Built	1968	County	CHRISTIAN	Deto	ur Length (Mile	es)				
8	Latitude	026	D 40 064N	L ∕I Longitude	1 0	37D 38.025M	If you Dlog	se list them			
匝				since the bridg							
GENERAI	No.	ilications b	een made	since the bridg	s was c	onstructed: -	(Otractare t	or load).			
G	Does the b	ridge cros	s a body o	f water?		Yes No l					
				y retrofitted?		Yes ÎNo					
	Is it a rigid	box culver	t?			Yes ¹ No					
ш	Is the supe	erstructure	integral w	ith the abutmen	ts?	Yes ÎNo	Com	ments:			
URI	Does the s	uperstruct	ure contaiı	n box girders?		Yes ¹ No					
CT				r traffic loading		Yes ¹ No					
SUPERSTRUCTURE	toppling fa	ilure of the	bearings?		after	Yes ÎNo Î					
ERS	Would gros instability?	•									
J.		Is the bridge skewed? Yes ႃNo ¹									
S	Is there an joint?	y unusual	gap or offs	set at an expans	sion	Yes ¹ No Î					
	Type F	Condition	GOOD								
	If there are	quake?	Yes ÎNo Î								
BEARINGS	Does the b	ed on the	Yes ÎNo Î								
ARI			s, under th	e abutment end	-diaphr	agm, continuo	us?	Yes No i			
BE/	Are there a	any girders	supported	d on individual p	edesta	ls or columns?	•	Yes No i			
	What is the to the supp		nal suppor	t length measur	ed in a	direction perpe	endicular	15 in			
ŞE	Is the abut	ment a car	ntilever ea	rth-retaining ab	utment1	?		Yes ⁽ No ⁽			
<u>5</u>	Are the rei	nforced co	ncrete coli	umns monolithic	with th	ne superstructu	ıre?	Yes ⁽ No (
RUCTURE	piers?			ovement or tiltir				Yes ÎNo Î			
SUBSTE	Is there un units?	usual or ex	ktensive ei	rosion of soil at	or near	any of the sub	structure	Yes ⁽ No)			
SUI	Do you thir	nk abutme	nt-slope fa	ilures are possi	ble in a	n earthquake?	,	Yes ⁽ No			
OTHER	No insperinaccessib		urred unc	ler the bridge	due	to					

Form 40: Inspection of Bridge # 24-0024-B00125 and Bridge # 24-0024-B00125P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

| Crossing | I-24 OVER LITTLE RIVER | Bridge Number 24-0024-B00125 and

	Crossing	I-24 OVE	R LITTLE	RIVER	Bridg Para	je Number 24- Ilel	0024-B0012	5 and				
AL.	Year Built	1972	County	CHRISTIAN		ur Length (Mile	es)					
GENERAL	Latitude			Longitude since the bridg		37D 32.710M constructed?→						
5	Does the b	ridge cros	s a body o	f water?		Yes No 1						
				y retrofitted?		Yes No						
	Is it a rigid					Yes No	0					
ш	Is the supe	erstructure	integral w	ith the abutmen	ts?	Yes ¹ No	Com	ments:				
UR	Does the s	superstruct	ure contai	n box girders?		Yes ¹ No						
L S	Is there lat											
SUPERSTRUCTURE	Is the bride toppling fa											
ERS.	Would gros	Would gross movement of superstructure cause										
l ₽	Is the bride											
S	Is there an joint?	y unusual	gap or offs	set at an expans	sion	Yes ⁽ No						
	Type F	Rocker Ro	oller ^í Elaste	ometric Pad ⁱ Sli	ding ^í M	ulti-rotation ⁽	Condition	GOOD				
(0	If there are		Yes ÎNo Î									
BEARINGS	Does the b	Yes ¹ No Î										
ARI	Are the be	aring seats	s, under th	e abutment end	l-diaphr	agm, continuo	us?	Yes No 1				
3E/	Are there a	any girders	supported	d on individual p	edesta	ls or columns?	•	Yes No i				
	What is the to the supp		nal suppor	t length measur	ed in a	direction perp	endicular	17 in				
Щ	Is the abut	ment a car	ntilever ea	rth-retaining ab	utment?	?		Yes ¹ No ¹				
J.	Are the rei	nforced co	ncrete col	umns monolithi	with th	ne superstructi	ıre?	Yes ¹ No				
SUBSTRUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tiltir	g of the	e abutments, c	olumns or	Yes ¹ No 1				
BSTF	Is there un units?	usual or ex	xtensive e	rosion of soil at	or near	any of the sub	ostructure	Yes ÎNo Î 1				
SUI	Do you thin	nk abutme	nt-slope fa	ilures are possi	ble in a	n earthquake?)	Yes ÎNo Î 2				
OTHER	Not visible. West embankment may be susceptible.											

Form 41: Inspection of Bridge # 24-0024-B00129 on I-24

	Crossing	I-24 OVE	R US-41-	A	Bridg Para	je Number 24-	0024-B0012	9 and				
	Year	1969	County	CHRISTIAN		ur Length (Mile	es)					
AL	Built		-									
ER	Latitude		D 42.177N			87D 27.296M	If yes. Please list then					
GENERAL	Have modi No. I	fications b	een made	since the bridg	e was c	constructed?→	(Structure o	or load).				
ច	Does the b	ridae cros	s a body o	of water?		Yes ÎNo						
				y retrofitted?		Yes No						
	Is it a rigid					Yes ⁽ No (
ш	Is the supe	erstructure	integral wi	ith the abutmen	s?	Yes ¹ No	Comi	ments:				
URI	Does the s											
CT				r traffic loading		Yes ¹ No						
SUPERSTRUCTURE	Is the bridg toppling fai											
ERS	instability?	•										
P	Is the bridg					Yes No 1						
S	Is there an joint?	y unusual	gap or offs	set at an expans	ion	Yes ¹ No						
	Type F	Rocker Ro	oller ^í Elasto	ometric Pad ^í Sli	ding ^í M	ulti-rotation ⁽	Condition	FAIR 1				
(0	If there are pedestals, are the bearings likely to overturn in an earthquake?											
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?											
ARI	Are the bea	aring seats	s, under th	e abutment end	-diaphr	agm, continuo	us?	Yes No î				
BE,	Are there a	any girders	supported	d on individual p	edesta	ls or columns?	'	Yes No î				
	What is the to the supp		nal suppor	t length measur	ed in a	direction perpe	endicular	16 in				
ŞE	Is the abut	ment a car	ntilever ea	rth-retaining abo	ıtment?	?		Yes ¹ No ¹				
	Are the rei	nforced co	ncrete col	umns monolithic	with th	ne superstructu	ıre?	Yes ⁽ No l				
RUCTURE	piers?			ovement or tiltir				Yes ÎNo Î				
SUBSTE	Is there un units?	usual or ex	ktensive ei	rosion of soil at	or near	any of the sub	structure	Yes ¹ No I				
sul	Do you thir	nk abutmei	nt-slope fa	ilures are possi	ole in a	n earthquake?		Yes [∫] No 🎚				
OTHER	¹ Corrosion	¹ Corrosion at abutment bearings is noticeable.										

Form 42: Inspection of Bridge # 24-0024-B00130 and Bridge # 24-0024-B00130P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

			ound on 1	/					
	Crossing	I-24 OVE	R ND RR		Bridg Para	ge Number 24- Ilel	0024-B0013	0 and	
	Year	1968	County	CHRISTIAN		ur Length (Mile	es)		
₹	Built								
H H	Latitude			// Longitude		87D 26.860M		se list them	
GENERAL		fications b	een made	since the bridg	e was o	constructed?→	(Structure	or load).	
GE	No. Does the b	ridae cross	s a hody o	f.water2		Yes ¹ No			
				retrofitted?		Yes No			
	Is it a rigid			, rotionitou.		Yes No			
	Is the supe	Com	ments:						
JRE	Does the s								
LT:	Is there late								
TRU	Is the bridg toppling fai								
SUPERSTRUCTURE	Would gros instability?								
P	Is the bridg	je skewed'	?			Yes No î			
S	Is there an joint?	y unusual	gap or offs	set at an expans	sion	Yes ⁽ No			
	Type F	Condition	FAIR ¹						
40	If there are pedestals, are the bearings likely to overturn in an earthquake?								
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes ⁽ No	
4RI	Are the bea	aring seats	, under th	e abutment end	-diaphr	ragm, continuo	us?	Yes No í	
3E/	Are there a	ny girders	supported	d on individual p	edesta	ls or columns?	1	Yes No i	
	What is the to the supp		nal suppor	length measur	ed in a	direction perpe	endicular		
ŞE	Is the abut	ment a car	ntilever ea	rth-retaining ab	utment'	?		Yes ÎNo Î	
Ę	Are the rei	nforced co	ncrete col	umns monolithic	with th	ne superstructu	ıre?	Yes ÎNo Î	
RUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tiltir	g of the	e abutments, c	olumns or	Yes ÎNo Î	
SUBSTF	Is there un units?	usual or ex	ktensive ei	rosion of soil at	or near	any of the sub	ostructure	Yes ⁽ No	
SUI	Do you thir	nk abutmei	nt-slope fa	ilures are possi	ble in a	ın earthquake?	,	Yes ⁽ No	
OTHER	- The end of the beam at the abutments is likely to experience damage due to corrosion. Corrosion at the abutment bearings is noticeable.								

Form 43: Inspection of Bridge # 24-0024-B00132 and Bridge # 24-0024-B00132P on I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing	I-24 OVE	R BIG WE	EST FORK	Bridg Para	ge Number 24- llel	0024-B0013	2 and		
بِ ا	Year	1971	County	CHRISTIAN	Deto	ur Length (Mile	es)			
GENERAL	Built Latitude Have modi No. I			Longitude since the bridg		B7D 22.117M constructed?→		l se list them or load).		
ច	Does the b	ridge cros	s a body o	f water?		Yes No 1				
	Has the bri	idge been	seismically	y retrofitted?		Yes No				
	Is it a rigid					Yes No Yes No	Com	monto:		
ш	Is the supe	Comi	ments:							
J. N.	Does the superstructure contain box girders? Yes Ño ▮									
CT	Is there lat		Yes ¹ No							
SUPERSTRUCTURE	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?									
ERS	Would gros instability?									
J P	Is the bridg									
S	Is there an joint?	y unusual	gap or offs	set at an expan	sion	Yes ¹ No l				
	Type F	Condition	FAIR ¹							
G	If there are		Yes ⁽ No							
BEARINGS	Does the b	ed on the	Yes ÎNo							
R			, under th	e abutment end	d-diaphr	agm, continuo	us?	Yes No Î		
ĬĘ⁄	Are there a	any girders	supported	d on individual į	oedesta	ls or columns?)	Yes No Î		
	What is the to the supp		nal suppor	t length measu	red in a	direction perp	endicular			
Щ	Is the abut	ment a car	ntilever ea	rth-retaining ab	utment1	?		Yes ÎNo Î		
L'A	Are the rei	nforced co	ncrete col	umns monolithi	c with th	ne superstructi	ıre?	Yes ÎNo Î		
rRUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tiltii	ng of the	e abutments, c	olumns or	Yes ¹ No 1		
SUBSTE	Is there un units?	usual or ex	ktensive ei	rosion of soil at	or near	any of the sub	ostructure	Yes ⁽ No		
SUI	Do you thir	nk abutme	nt-slope fa	ilures are poss	ible in a	n earthquake?)	Yes No i		
OTHER	- Inspection under the bridge is limited due to inaccessibility. 1 Corrosion at the abutment bearings is noticeable.									

Form 44: Inspection of Bridge # 73-0131-B00009 over I-24

	Crossing	EXIST	ING US68	OVER I-24	Bridg B000	ge Number 73-	0131-					
ب	Year	1968	County	McCRACKEN		ur Length (Mile	es)					
GENERAL	Built Latitude Have modi No. I		B6D 59.66 been mad	I 8M Longitude de since the bridge		88D 30.826M constructed?		ise list them or load).				
5	Does the b			of water?		Yes No Yes No						
	Is it a rigid	Is it a rigid box culvert? Yes No										
ш	Is the supe	erstructur	e integral	with the abutment	s?	Yes ¹ No 1	Com	ments:				
UR	Does the s											
L	Is there late	eral mov	ement und	der traffic loading?	1	Yes ÎNo Î						
SUPERSTRUCTURE	toppling fai	lure of the	ne bearing		after	Yes ¹ No 1						
ERS	Would gros instability?	ss moven	nent of sup	perstructure cause		Yes ¹ No						
l P	Is the bridg					Yes No 1						
S	Is there an joint?	y unusua	al gap or o	iffset at an expans	ion	Yes ¹ No 1						
	Type F	GOOD										
ဟ	If there are	Yes ÎNo										
BEARINGS	Does the b seat edge?	ed on the	Yes ÎNo									
AR I			ats, under	the abutment end	-diaphr	agm, continuo	us?	Yes ÎNo				
3E/	Are there a	any girde	rs support	ted on individual p	edesta	ls or columns?)	Yes ÎNo				
	What is the to the supp		dinal supp	ort length measur	ed in a	direction perpo	endicular	8 in				
Ä	Is the abut	ment a c	antilever e	earth-retaining abu	ıtment1	?		Yes ¹ No				
Ę	Are the rei	nforced o	concrete c	olumns monolithic	with th	ne superstructi	ıre?	Yes ¹ No				
RUCTURE	Is there ho piers?	rizontal (or vertical	movement or tiltin	g of the	e abutments, c	olumns or	Yes [†] No Î				
SUBST	Is there un units?	usual or	extensive	erosion of soil at	or near	any of the sub	ostructure	Yes ⁽ No				
SU	Do you thir	Do you think abutment-slope failures are possible in an earthquake? Yes ÎNo ▮										
OTHER												

Form 45: Inspection of Bridge # 73-0068-B00060 and Bridge # 73-0068-B00060P over I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing		IS62 CONNE	CTOR OVER I-24	Bridg	je Number 73-006	8-B00060 an	id Parallel		
	Year	1968	County	McCRACKEN		ur Length (Miles)				
₹	Built						1			
出	Latitude		36D 59.690M	Longitude		38D 30.488M	If yes. Please list the			
GENERAL				since the bridge v	vas cor		(Structure	or load).		
<u>5</u>			oss a body o	y retrofitted?		Yes No Yes No	-			
	Is it a rigid			y retrontted:		Yes No				
				ith the abutments?)	Yes ¹ No	Com	ments:		
JRE	Does the s									
CT	Is there late	eral mov	ement unde	r traffic loading?		Yes ¹ No				
SUPERSTRUCTURE	Is the bridg toppling fai									
ERS.	Would gros instability?	Would gross movement of superstructure cause instability?								
I I	_	s the bridge skewed? Yes No								
S	Is there any joint?	y unusu	al gap or offs	set at an expansion	n	Yes ¹ No 1				
	Туре	Rocke	er ⁱ Roller ⁱ Ela	astometric Pad Sl	iding N	/lulti-rotation ⁽	Condition	GOOD		
(0		•		pearings likely to o		•		Yes ⁽ No ⁽		
BEARINGS	edge?	_		3 girders have exte			the seat	Yes ⁽ No		
AR				e abutment end-di				Yes ÎNo Î		
BE	Are there a	ny girde	ers supported	d on individual ped	lestals	or columns?		Yes ÎNo 🎚		
	What is the support?	longitu	dinal suppor	t length measured	in a di	rection perpendicu	ılar to the	9 in		
RE	Is the abuti	ment a c	cantilever ea	rth-retaining abutm	nent?			Yes No i		
BSTRUCTURE	Are the rein	nforced	concrete col	umns monolithic w	ith the	superstructure?		Yes ⁽ No (
RU	Is there ho	rizontal	or vertical m	ovement or tilting o	of the a	abutments, column	ns or piers?	Yes ÎNo		
3ST	Is there un	usual or	extensive e	rosion of soil at or	near a	ny of the substruc	ture units?	Yes ⁽ No		
SUE	Do you thir	nk abutm	nent-slope fa	ilures are possible	in an	earthquake?		Yes ⁽ No		
OTHER										

Form 46: Inspection of Bridge # 73-0787-B00064 over I-24

	Crossing	ROSEBO' (KY787)	WER CHURC	CH RD	Bridg B000	je Number 73- 164	0787-				
AL A	Year Built	1966	County	McCRACKEN	Deto	ur Length (Mile	es)				
GENERAL	Latitude		D 59.709M een made s	Longitude ince the bridge		38D 29.609M constructed?→		se list them or load).			
S	Does the b	idge been	s a body of v seismically i			Yes No Yes No Yes No					
		Com	ments:								
JRE	<u> </u>	Is the superstructure integral with the abutments? Yes No Does the superstructure contain box girders? Yes No									
l Ľ	Is there lat	eral mover	nent under t	raffic loading?		Yes ¹ No					
IRUC	Is the bridg toppling fai			an earthquake	after	Yes ¹ No					
SUPERSTRUCTURE	Would gros instability?	ss moveme	nt of supers	tructure cause		Yes No î					
P	Is the bridge	ge skewed'	?			Yes No 1					
S	Is there an joint?	y unusual	gap or offse	t at an expans	on	Yes ¹ No					
	· ·			netric Pad ⁱ Slic	<u> </u>		Condition	GOOD			
ဟ	If there are	Yes ÎNo Î									
BEARINGS	seat edge?	?		girders have e				Yes ¹ No 1			
AR		-		abutment end-		•		Yes ⁽ No l			
BE				on individual pe				Yes ÎNo Î			
	What is the to the supp		nal support l	ength measure	ed in a	direction perpe	endicular	8 in			
Ш	Is the abut	ment a car	ntilever earth	n-retaining abu	tment?	?		Yes No î			
TUR				nns monolithic		•		Yes ÎNo Î			
RUCTURE	piers?			rement or tilting				Yes ÎNo Î			
SUBST	Is there un units?	usual or ex	tensive ero	sion of soil at o	r near	any of the sub	structure	Yes ¹ No 1			
SU	Do you thir	nk abutmei	nt-slope failu	ıres are possib	le in a	n earthquake?	1	Yes ⁽ No (
OTHER											

Form 47: Inspection of Bridge # 73-3075-B00065 over I-24

	Crossing	SHEER	HAN BRID	GE OVER I-24	Bridg B000	ge Number 73-	3075-			
۲	Year	1966	County	McCRACKEN		ur Length (Mile	es)			
GENERAL	Built Latitude Have modi		1 36D 59.87 been mad	I 3M Longitude de since the bridge		88D 32.510M constructed?		se list them or load).		
5	Does the b	ridge cro	oss a body	of water?		Yes No				
				ally retrofitted?		Yes ¹ No 1 Yes ¹ No 1				
	Is it a rigid	Com	ments:							
щ				with the abutmen	.S ?	Yes No Yes No	Com	illelits.		
l R	Does the s									
CT				der traffic loading?		Yes ¹ No				
SUPERSTRUCTURE	toppling fai	lure of the	ne bearing		after	Yes No î				
ERS	Would gros instability?	ss mover	nent of sup	perstructure cause		Yes No î				
占	Is the bridg					Yes No 1				
S	Is there an joint?	y unusua	al gap or o	iffset at an expans	ion	Yes ¹ No				
				stometric Pad ⁱ Sli			Condition	GOOD		
G	If there are	•	Yes ¹ No 1							
99	Does the b	ed on the	Yes ÎNo							
BEARINGS			ats, under	the abutment end	-diaphr	ragm, continuo	us?	Yes ÎNo Î		
3E/	Are there a	ny girde	rs support	ted on individual p	edesta	ls or columns?	,	Yes ¹ No 1		
_	What is the to the supp		dinal supp	ort length measur	ed in a	direction perpe	endicular	8 in		
RE	Is the abut	ment a c	antilever e	earth-retaining abu	ıtment'	?		Yes No Î		
1 2	Are the rei	nforced	concrete c	olumns monolithic	with th	ne superstructu	ıre?	Yes ¹ No 1		
RUCTURE	Is there ho piers?	rizontal (or vertical	movement or tiltin	g of the	e abutments, c	olumns or	Yes ÎNo Î		
SUBST	Is there un units?	usual or	extensive	erosion of soil at	or near	any of the sub	ostructure	Yes ⁽ No		
SU	Do you thir	nk abutm	nent-slope	failures are possi	ole in a	in earthquake?		Yes∫No∫		
OTHER										

Form 48: Inspection of Bridge # 73-0024-B00113 over I-24

	Crossing	ELMDAL	E RD OVE	ER I-24	Bridg B001	je Number 73-	0024-					
۸۲ ا	Year Built	1974	County	McCRACKEN		ur Length (Mile	es)					
GENERAL	Latitude		D 02.763N een made	I Longitude since the bridge		88D 38.767M constructed?→		se list them or load).				
9	Does the b	ridge cros	s a body o	f water?		Yes ¹ No						
				y retrofitted?		Yes No i						
	Is it a rigid			th the chutmon		Yes ¹ No 1	Com	ments:				
Щ	· ·	Is the superstructure integral with the abutments? Yes No Does the superstructure contain box girders? Yes No										
<u> </u>	Is there late											
TRL	toppling fai	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Yes No										
SUPERSTRUCTURE	Would gros instability?	Would gross movement of superstructure cause										
P.	Is the bridg					Yes No 1						
N N	Is there an joint?	y unusual	gap or offs	set at an expans	ion	Yes ¹ No 1						
	Type F	GOOD										
G	If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the											
BEARINGS	seat edge?		Yes ⁽ No									
AR				e abutment end				Yes ¹ No				
BE	Are there a	any girders	supported	d on individual p	edesta	ls or columns?)	Yes ÎNo				
	What is the to the supp		nal suppor	l length measur	ed in a	direction perpe	endicular	8 in				
RE	Is the abut	ment a car	ntilever ea	rth-retaining abo	ıtment?	?		Yes ⁽ No				
]]				umns monolithic		•		Yes ⁽ No				
RUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tiltin	g of the	e abutments, c	olumns or	Yes ÎNo Î				
SUBST	Is there un units?	usual or ex	ktensive ei	rosion of soil at	or near	any of the sub	ostructure	Yes ⁽ No				
SU	Do you thir	nk abutme	nt-slope fa	ilures are possi	ole in a	n earthquake?	•	Yes ⁽ No)				
ОТНЕК												

Form 49: Inspection of Bridge # 73-0062-B00121 over I-24

	Crossing	US-62	OVER I-24		Bridg B001		Number 73-0062-			
	Year	1971	County	McCRACKEN		∠ı ur Length (Mile	es)			
GENERAL	Built									
E	Latitude		37D 03.487N			38D 39.348M	If yes. Pleas			
	⊢ Have modi No. I	tications	been made	since the bridge	was c	onstructed?	(Structure o	or ioad).		
ច		ridae cra	oss a body o	f water?		Yes ¹ No				
			n seismically			Yes No				
	Is it a rigid	box culv	ert?			Yes ⁽ No				
ш	Is the supe	rstructur	e integral wi	th the abutment	s?	Yes ⁽ No	Comr	ments:		
URI	Does the s									
5	Is there late	eral mov	ement unde	r traffic loading?		Yes ¹ No				
IRU			to collapse in ne bearings?	n an earthquake	after	Yes No î				
SUPERSTRUCTURE	Would gros instability?	s moven	nent of super	structure cause		Yes No î				
핕	Is the bridg	je skewe	ed?			Yes No î				
าร	Is there an joint?	y unusua	al gap or offs	et at an expans	ion	Yes ÎNo Î				
	Type F	Condition	FAIR 1							
	If there are pedestals, are the bearings likely to overturn in an earthquake?									
BEARINGS	Does the b		th less than	3 girders have e	xterior	girder support	ed on the	Yes ¹ No Î		
AR I	Are the bea	aring sea	ats, under the	e abutment end	-diaphr	agm, continuo	us?	Yes ¹ No		
BE/	Are there a	ny girde	rs supported	l on individual p	edestal	ls or columns?	'	Yes ¹ No		
	What is the to the supp		dinal support	length measure	ed in a	direction perpe	endicular	10 in		
Ä	Is the abut	ment a c	antilever ear	th-retaining abu	tment?			Yes No Î		
E	Are the rei	nforced o	concrete colu	umns monolithic	with th	ne superstructu	ıre?	Yes ¹ No		
RUCTURE	piers?			ovement or tiltin				Yes ÎNo Î		
SUBSTE	Is there un units?	usual or	extensive er	osion of soil at	or near	any of the sub	structure	Yes ⁽ No		
SUI	Do you thir	nk abutm	ent-slope fa	ilures are possit	ole in a	n earthquake?		Yes ¹ No 1		
OTHER	¹ Corrosion of the bearings is noticeable.									

Form 50: Inspection of Bridge # 73-0994-B00122 over I-24

	Crossing	OLD M	AYFIELD	RD OVER I-24		ge Number 73-	0994-				
با	Year Built	1971	County	McCRACKEN	B001 Deto	ur Length (Mile	es)				
GENERAL	Latitude		37D 02.12 been mad	L 4M Longitude de since the bridg		88D 37.667M constructed?→		se list them or load).			
g	Does the b	idge bee	n seismica	of water? ally retrofitted?		Yes No Yes No					
		Is the superstructure integral with the abutments? Yes No Co									
URE	Does the s										
E	Is there lat	eral mov	ement und	der traffic loading	?	Yes ⁽ No					
SUPERSTRUCTURE	toppling fai	lure of the	ne bearing		after	Yes No î					
ERS	Would gros instability?	s moven	nent of sup	erstructure cause		Yes No i					
핕	Is the bridg	ge skewe	ed?			Yes No 1					
S	Is there an joint?	y unusua	al gap or o	ffset at an expans	sion	Yes ⁽ No					
	Type Rocker Roller Elastometric Pad Sliding Multi-rotation Condition										
(0	If there are	pedesta	als, are the	bearings likely to	overtu	ırn in an eartho	quake?	Yes ⁽ No ⁽			
BEARINGS	Does the baseat edge?		th less tha	n 3 girders have e	exterior	girder support	ed on the	Yes ÎNo Î			
AR I	Are the bea	aring sea	ats, under	the abutment end	-diaphr	ragm, continuo	us?	Yes ÎNo Î			
Œ/	Are there a	any girde	rs support	ed on individual p	edesta	ls or columns?)	Yes ^î No Î			
	What is the to the supp		dinal supp	ort length measur	ed in a	direction perpo	endicular	8 in			
Ш	Is the abut	ment a c	antilever e	earth-retaining ab	utment'	?		Yes No i			
Ä	Are the rei	nforced o	concrete c	olumns monolithic	with the	ne superstructi	ure?	Yes ¹ No 1			
RUCTURE	Is there ho piers?	rizontal o	or vertical	movement or tiltir	g of the	e abutments, c	olumns or	Yes ÎNo Î			
SUBSTR	is there un units?	usual or	extensive	erosion of soil at	or near	any of the sub	ostructure	Yes ÎNo Î			
SUE	Do you thir	nk abutm	ent-slope	failures are possi	ble in a	n earthquake?	•	Yes ^î No Î			
OTHER											

Form 51: Inspection of Bridge # 79-1042-B00081 and Bridge # 73-1042-B00081P over I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	O	1/3/4040	OVED LO	4	Databa	- No	4040 D0000	4 1			
	Crossing	KY1042	OVER I-24	1		je Number 79-	1042-B0008	1 and			
	Voor	1066	Countri	MADOLIALI	Para	ııeı ur Length (Mile	201	1			
ب	Year	1966	County	MARSHALL	Deto	ur Length (IVIII)	es)				
~ ~	Built	026	D E0 663N	A Longitudo	100	200 20 02014	If was Disa	as list them			
GENERAL	Latitude			/ Longitude		38D 28.030M		se list them			
	No.	ilications b	een made	since the bridge	e was c	constructed?	(Structure of	or load).			
9		ridge erec	a a bady a	f water?		Yes ÎNo					
	Does the b										
				y retrofitted?		Yes No					
	Is it a rigid					Yes ¹ No 1 Yes ¹ No 1	0				
111	Is the supe	ments:									
JRI	Does the s	Does the superstructure contain box girders? Yes Ño ▮									
L S				r traffic loading?		Yes ÎNo					
I.R.U.	Is the bridg toppling fa			n an earthquake	after	Yes ÎNo					
SUPERSTRUCTURE	Would gros	ss moveme	nt of supe	rstructure cause		Yes ÎNo					
UPE	Is the bridg	ge skewed'	?			Yes No i					
S	Is there an joint?	y unusual	gap or offs	set at an expans	ion	Yes ¹ No					
	Type F	Condition	GOOD								
	If there are pedestals, are the bearings likely to overturn in an earthquake?										
BEARINGS	Does the b		less than	3 girders have e	xterior	girder support	ed on the	Yes ÎNo			
R	Are the be	aring seats	, under th	e abutment end	-diaphr	agm, continuo	us?	Yes ÎNo			
3E/	Are there a	any girders	supported	d on individual p	edesta	ls or columns?)	Yes ÎNo			
	What is the to the supp		al suppor	t length measure	ed in a	direction perpe	endicular	7 in			
₹ E	Is the abut	ment a car	ntilever ea	rth-retaining abu	tment?	?		Yes ⁽ No			
				umns monolithic		•		Yes ⁽ No			
RUCTURE	piers?			ovement or tiltin	_			Yes ⁽ No			
SUBSTI	Is there un units?	usual or ex	tensive e	rosion of soil at	or near	any of the sub	ostructure	Yes ÎNo			
ns	Do you think abutment-slope failures are possible in an earthquake? Yes 1										
OTHER											

Form 52: Inspection of Bridge # 79-1610-B00092 over I-24

	Crossing	KY1610	OVER I-24	1	Bridge Number 79-1610-						
_	Year	1967	County	MARSHALL	B000	192 ur Length (Mile	<i>56)</i>				
AL	Built	1501	County	WARONALL	DCto	ar Longur (wiid	.3)				
E	Latitude		D 59.530N			38D 25.781M		se list them			
GENERAL	⊢ Have modi No. I	fications b	een made	since the bridge	e was c	constructed?	(Structure	or ioad).			
G	Does the b	ridge cros	s a body o	f water?		Yes ÎNo					
				y retrofitted?		Yes No Yes No					
		Is it a rigid box culvert? Is the superstructure integral with the abutments? Yes No Co									
Ä	•										
		•		n box girders?		Yes ÎNo Î					
ြ				r traffic loading? n an earthquake		Yes ¹ No 1					
R	toppling fa				ailei	Yes ÎNo					
SUPERSTRUCTURE	Would gros	ss moveme	nt of supe	rstructure cause		Yes ÎNo					
J PE	Is the bridg	ge skewed'	?			Yes ¹ No					
S	Is there an joint?	y unusual	gap or offs	set at an expans	ion	Yes ÎNo					
	Type Rockeri Rolleri Elastometric Padi Sliding Multi-rotationi Condition										
w	If there are	Yes ⁽ No									
BEARINGS	seat edge?	?		3 girders have e				Yes ⁽ No			
AR	Are the be	aring seats	s, under th	e abutment end	-diaphr	agm, continuo	us?	Yes ⁽ No			
BE	Are there a	any girders	supported	d on individual p	edesta	ls or columns?)	Yes ⁽ No			
	What is the to the supp		nal suppor	t length measure	ed in a	direction perpe	endicular	7 in			
Ä	Is the abut	ment a car	ntilever ea	rth-retaining abu	tment?	?		Yes ¹ No l			
Ę	Are the rei	nforced co	ncrete col	umns monolithic	with th	ne superstructu	ıre?	Yes ÎNo Î			
RUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tiltin	g of the	e abutments, c	olumns or	Yes ⁽ No (
SUBSTF	Is there un units?	usual or ex	ktensive ei	rosion of soil at	or near	any of the sub	ostructure	Yes ÎNo Î			
SUE	Do you thin	nk abutmei	nt-slope fa	ilures are possil	ole in a	n earthquake?	•	Yes ÎNo Î			
OTHER											

Form 53: Inspection of Bridge # 79-0095-B00112 over I-24

	Crossing	KY95 OV	/ER I-24		Bridge Number 79-0095- B00112				
7	Year Built	1967	County	MARSHALL		ur Length (Mile	es)		
GENERAL	Latitude			I Longitude since the bridge		88D 22.525M constructed?→		se list them or load).	
g	Does the b	idge been	seismicall	f water? y retrofitted?		Yes No Yes No Yes No			
	Is the superstructure integral with the abutments? Yes No Com								
URE	Does the superstructure contain box girders? Yes No								
E	Is there lat	eral mover	nent unde	r traffic loading?		Yes ÎNo Î			
SUPERSTRUCTURE	toppling fai	lure of the	bearings?		after	Yes No Î			
ERS	Would gros instability?	s moveme	nt of supe	rstructure cause		Yes ÎNo			
핕	Is the bridge	ge skewed'	?			Yes No 1			
S	Is there an joint?	y unusual	gap or offs	set at an expans	ion	Yes ÎNo			
	Type F	Condition	GOOD						
	If there are	Yes ÎNo Î							
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?								
AR	Are the bea	aring seats	s, under th	e abutment end	-diaphr	agm, continuo	us?	Yes ÎNo Î	
3E/	Are there a	ny girders	supported	d on individual p	edesta	ls or columns?	1	Yes ⁽ No l	
	What is the to the supp		nal suppor	t length measur	ed in a	direction perpe	endicular	9 in	
Щ	Is the abut	ment a car	ntilever ea	rth-retaining abu	tment	?		Yes ⁽ No	
Ę	Are the rei	nforced co	ncrete col	umns monolithic	with th	ne superstructu	ıre?	Yes ¹ No 1	
RUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tiltin	g of the	e abutments, c	olumns or	Yes ÎNo Î	
	Is there un units?	usual or ex	ktensive e	rosion of soil at	or near	any of the sub	structure	Yes ÎNo Î	
SUBST	Do you thir	nk abutmei	nt-slope fa	ilures are possil	ole in a	n earthquake?	,	Yes ÎNo Î	
OTHER									

Form 54: Inspection of Bridge # 79-0024-B00111 over I-24

	Crossing	HOWARI	D RD OVE	R I-24		Bridge Number 79-0024- 800111			
AL	Year Built	1967	County	MARSHALL		ur Length (Mile	es)		
GENERAL	Latitude		D 99.490N een made	Longitude since the bridge		88D 23.901M constructed?→		se list them or load).	
O	Does the bridge Has the bridge Is it a rigid	dge been	seismicall	f water? y retrofitted?		Yes No Yes No Yes No			
	Is the supe	rstructure	integral w	ith the abutmen	s?	Yes ⁽ No	Com	ments:	
URE	Does the s	uperstructi	ure contai	n box girders?		Yes ⁽ No			
占	Is there lateral movement under traffic loading? Yes No								
SUPERSTRUCTURE	toppling fai	lure of the	bearings?		after	Yes No Î			
ERS	Would gros instability?	s moveme	nt of supe	rstructure cause		Yes No î			
P P	Is the bridge			Yes ÎNo Î					
S	Is there any unusual gap or offset at an expansion joint?								
	Type F	Condition	GOOD						
w	If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the								
BEARINGS	seat edge?	Yes ¹ No 1							
AR		Are the bearing seats, under the abutment end-diaphragm, continuous?						Yes ÎNo Î	
BE	Are there a	ny girders	supported	d on individual p	edesta	ls or columns?	•	Yes ÎNo	
	What is the to the supp		al suppor	t length measur	ed in a	direction perpo	endicular	8 in	
Ä	Is the abut	ment a car	ntilever ea	rth-retaining abo	ıtment1	?		Yes ⁽ No	
Ę	Are the rei	nforced co	ncrete col	umns monolithic	with th	ne superstructi	ure?	Yes ÎNo	
RUCTURE	piers?			ovement or tiltin				Yes ÎNo Î	
SUBSTF	Is there un units?	usual or ex	tensive e	rosion of soil at	or near	any of the sub	ostructure	Yes ¹ No 1	
SUI	Do you think abutment-slope failures are possible in an earthquake?								
OTHER									

Form 55: Inspection of Bridge # 79-0024-B00109 over I-24

	Crossing	NEEDMO	ORE RD C	VER I-24	Bridg B001	e Number 79-	0024-	
AL A	Year Built	1970	County	MARSHALL		ur Length (Mile	es)	
GENERAL	Latitude		D 59.394N een made	Longitude since the bridge		38D 21.419M constructed?→		se list them or load).
9	Does the b	idge been	seismically	of water? y retrofitted?		Yes No Yes No Yes No		
	Is the supe	rstructure	integral w	ith the abutmen	s?	Yes ÎNo Î	Com	ments:
URE				n box girders?		Yes ¹ No l		
E	Is there lat	eral mover	nent unde	r traffic loading?	•	Yes ⁽ No		
SUPERSTRUCTURE	Is the bridg toppling fai			n an earthquake	after	Yes ¹ No l		
ERS	Would gros instability?	s moveme	nt of supe	rstructure cause		Yes No 1		
畐	Is the bridge	ge skewed'						
าร	Is the bridge skewed? Is there any unusual gap or offset at an expansion joint? Yes No Yes No Yes							
	Type Rocker Roller Elastometric Pad Sliding Multi-rotation Condition							
(0	If there are pedestals, are the bearings likely to overturn in an earthquake?							
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							
ΔR	Are the bearing seats, under the abutment end-diaphragm, continuous?							
3E/	Are there any girders supported on individual pedestals or columns?							
	What is the to the supp		al suppor	t length measur	ed in a	direction perpo	endicular	10 in
Щ	Is the abut	ment a car	ntilever ea	rth-retaining abu	ıtment?	?		Yes ¹ No
ļ ,	Are the rei	nforced co	ncrete col	umns monolithic	with th	ne superstructi	ıre?	Yes ¹ No 1
RUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tiltin	g of the	e abutments, c	olumns or	Yes ⁽ No
SUBSTF	Is there un units?	usual or ex	tensive e	rosion of soil at	or near	any of the sub	ostructure	Yes ÎNo 🎚
SUI	Do you thir	nk abutmei	nt-slope fa	ilures are possi	ole in a	n earthquake?)	Yes ⁽ No
OTHER	¹ Corrosion of the bearings is noticeable.							

Form 56: Inspection of Bridge # 70-0453-B00064 and Bridge # 70-0453-B00064P over I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

			(DO) (ED D	2) 115	.		0.450 0.000		
	Crossing	KY453	(DOVER RI)) NB	Bridge Number 70-0453-B00064 and Parallel				
	Year	1976	County	LIVINGSTON		ııeı ur Length (Mile	20)	1	
AL.	Built	1970	County	LIVINGSTON	Detoi	ui Lengin (iville	55 <i>)</i>		
GENERAL	Latitude	03	37D 02.438N	/ Longitude	30	38D 16.117M	If yes. Plea	se list them	
₩				since the bridge					
川川	No.								
0			oss a body o			Yes ⁽ No			
				y retrofitted?		Yes No			
	Is it a rigid					Yes No			
ш	Is the supe	Is the superstructure integral with the abutments? Yes No Com							
URI	Does the s	uperstru	cture contai	n box girders?		Yes ¹ No			
CT	Is there lat		Yes ¹ No						
IRU	toppling fai	lure of th	ne bearings?		after	Yes No Î			
SUPERSTRUCTURE	Would gros instability?	s moven	nent of super	rstructure cause		Yes No î			
l PE	Is the bridge skewed? Yes No 1								
S	Is there an joint?								
	Type F	Condition	GOOD						
(0	If there are pedestals, are the bearings likely to overturn in an earthquake?								
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes ÎNo Î	
찧	Are the bea	aring sea	ats, under th	e abutment end-	diaphr	agm, continuo	us?	Yes ÎNo Î	
3E/	Are there a	ny girde	rs supported	d on individual p	edesta	ls or columns?)	Yes ¹ No 1	
	What is the to the supp		dinal suppor	t length measure	ed in a	direction perpe	endicular	9 in	
SE SE	Is the abut	ment a c	antilever ea	rth-retaining abu	tment?	•		Yes ¹ No 1	
Ę	Are the rei	nforced o	concrete coli	umns monolithic	with th	ne superstructu	ure?	Yes ¹ No 1	
RUCTURE	piers?			ovement or tilting				Yes ÎNo Î	
SUBSTF	Is there un units?	usual or	extensive e	rosion of soil at o	or near	any of the sub	ostructure	Yes ⁽ No	
SUI	Do you thir	nk abutm	ent-slope fa	ilures are possib	ole in a	n earthquake?	•	Yes ⁽ No	
ĒR						100			
OTHER									
							A P		

Form 57: Inspection of Bridge # 72-5225-B00032 over I-24

	Crossing	KRUGG	RD OVER I	-24	Bridge Number 7 3 -5225- B00032					
	Year	1977	County	LYON	Deto	ur Length (Mile	es)			
GENERAL	Built Latitude	037	D 03.812M	Longitude	08	38D 11.604M	If ves. Plea	se list them		
N.	Have modi			ince the bridge			(Structure of			
GE	No. ↓	ridae cros	s a body of v	water?		Yes ¹ No				
	Has the bri	idge been	seismically ı			Yes ÎNo				
	Is it a rigid				- 0	Yes ÎNo Î Yes ÎNo Î	Comi	ments:		
Ш	Is the supe	nents.								
	Does the s									
၂				raffic loading? an earthquake		Yes ÎNo				
TRI	toppling fai	ilure of the	bearings?	·	ancı	Yes No 1				
SUPERSTRUCTURE	Would gros instability?	ss moveme	nt of superst	tructure cause		Yes No î				
l P	Is the bridg		Yes ¹ No 1							
S	Is there an joint?	Is there any unusual gap or offset at an expansion								
	Type F	Rocker Ro	oller ⁱ Elastom	etric Pad Slic	ling ^í M	ulti-rotation ⁽	Condition	GOOD		
တ	If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the							Yes ¹ No 1		
BEARINGS	Does the b	Yes ¹ No 1								
ARI			, under the	abutment end-	diaphr	agm, continuo	us?	Yes ÎNo Î		
BE,				•		ls or columns?		Yes ¹ No 1		
	What is the to the supp		nal support l	ength measure	ed in a	direction perp	endicular	10 in		
Ä	Is the abut	ment a car	ntilever earth	n-retaining abu	tment1	?		Yes No í		
	Are the rei	nforced co	ncrete colun	nns monolithic	with th	ne superstructi	ure?	Yes ÎNo Î		
RUCTURE	Is there ho piers?	rizontal or	vertical mov	rement or tilting	g of the	e abutments, c	olumns or	Yes ¹ No		
		usual or ex	ktensive ero	sion of soil at o	or near	any of the sub	ostructure	Yes ¹ No l		
SUBST	Do you thir	nk abutme	nt-slope failu	ıres are possit	ole in a	n earthquake?		Yes ÎNo Î		
ОТНЕК										

Form 58: Inspection of Bridge # 72-0810-B00033 over I-24

	Crossing	SUWANE 24	E FURNACE	RD OVER I-	Bridge Number 7 3 -0810- B00033				
AL A	Year Built	1976	County	LYON		ur Length (Mile	es)		
GENERAL	Latitude		D 03.774M een made s	Longitude ince the bridge		88D 10.496M constructed?	If yes. Plea (Structure o	se list them or load).	
g	Does the b	idge been	s a body of v seismically i			Yes No Yes No			
	Is it a rigid Is the supe	Com	ments:						
JRE	Does the s								
l K	Is there late								
SUPERSTRUCTURE	toppling fai	ilure of the	bearings?	an earthquake	after	Yes No î			
ERS.	Would gros instability?								
P P	Is the bridg					Yes No 1			
S	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ¹ No			
	Type F	Condition	GOOD						
ဟ	If there are pedestals, are the bearings likely to overturn in an earthquake?								
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats, under the abutment end-diaphragm, continuous?							Yes ⁽ No	
AR								Yes ÎNo Î	
BE				•		ls or columns?		Yes ÎNo Î	
	What is the to the supp		nal support l	ength measure	ed in a	direction perpo	endicular	10 in	
R E	Is the abut	ment a car	ntilever earth	n-retaining abu	tment	?		Yes ⁽ No (
]]						ne superstructi		Yes ⁽ No l	
RUCTURE	piers?					e abutments, c		Yes ⁽ No (
SUBSTI	Is there un units?	usual or ex	tensive ero	sion of soil at o	or near	any of the sub	ostructure	Yes ⁽ No (
SU	Do you thir	nk abutme	nt-slope failu	ıres are possib	ole in a	in earthquake?)	Yes ⁽ No (
OTHER									

Form 59: Inspection of Bridge # 72-5229-B00034 over I-24

	Crossing POPLAR CRK SPUR RD OVER I-24 Bridge Number 72-5229-									
	Year	1976	County	LYON	B000)34 ur Length (Mile) (20)			
AL.	Built	1970	County	LION	Delo	ui Lengui (iviile	53)			
E	Latitude		D 04.116M			88D 09.603M		se list them		
GENERAL	Have modi No. I	fications b	een made s	ince the bridg	e was o	constructed?-	(Structure	or load).		
ഗ		ridge cros	s a body of	water?		Yes ¹ No				
			seismically i	retrofitted?		Yes No				
	Is it a rigid	Com	ments:							
Щ				the abutmen	15?	Yes ÎNo Î Yes ÎNo Î	00	monto.		
Ę	Does the s									
<u>ව</u>	Is there lateral movement under traffic loading? Is the bridge likely to collapse in an earthquake after Vec No I									
R	toppling fai									
SUPERSTRUCTURE	Would gros									
JPE	Is the bridg	Is the bridge skewed? Yes No 1								
S	Is there an joint?									
	Type F	Rocker Ro	oller ⁱ Elastom	netric Pad ⁱ Sli	ding ⁽ M	lulti-rotation ⁽	Condition	GOOD		
w	If there are	Yes ÎNo Î								
BEARINGS	Does the baseat edge?	Yes ⁽ No								
AR	Are the bea	aring seats	s, under the	abutment end	-diaphr	ragm, continuo	us?	Yes ÎNo Î		
BE	Are there a	any girders	supported of	on individual p	edesta	ls or columns?)	Yes ¹ No 1		
	What is the to the supp		nal support l	ength measur	ed in a	direction perpo	endicular	10 in		
Ä	Is the abut	ment a car	ntilever earth	n-retaining ab	utment'	?		Yes ⁽ No		
Ę	Are the rei	nforced co	ncrete colun	nns monolithi	with th	ne superstructi	ure?	Yes ⁽ No		
RUCTURE	Is there ho piers?	rizontal or	vertical mov	ement or tiltir	g of the	e abutments, c	olumns or	Yes ¹ No l		
SUBSTR	Is there un units?	usual or ex	ktensive ero	sion of soil at	or near	any of the sub	ostructure	Yes ÎNo Î		
SUE	Do you thir	nk abutmei	nt-slope failu	ıres are possi	ble in a	ın earthquake?	•	Yes ÎNo Î		
OTHER										

Form 60: Inspection of Bridge # 72-5039-B00040 over I-24

	Crossing	HAMMO 24	NDS CRK R	D OVER I-	Bridg B000	je Number 72-	5039-			
۸۲	Year Built	1976	County	LYON		ur Length (Mile	es)			
GENERAL	Latitude		D 04.159M een made s			38D 04.677M constructed?→		se list them or load).		
g	Does the b	idge been	s a body of v seismically r t?			Yes No Yes No Yes No				
	Is the superstructure integral with the abutments? Yes No									
URE										
E	Is there lat	eral mover	ment under t	raffic loading?		Yes ÎNo Î				
IRUC	Is the bridg toppling fai			an earthquake	after	Yes ¹ No Î				
SUPERSTRUCTURE	Would gros instability?									
<u> </u>	Is the bridg	ge skewed'	?	Yes No 1						
าร	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ÎNo				
	Type F	Condition	GOOD							
	If there are	Yes ÎNo								
BEARINGS	Does the b	Yes ÎNo Î								
AR.	Are the bea	aring seats	s, under the	abutment end	-diaphr	agm, continuo	us?	Yes ÎNo Î		
Œ/	Are there a	ny girders	supported of	on individual p	edesta	ls or columns?	1	Yes ⁽ No		
	What is the to the supp		nal support l	ength measur	ed in a	direction perpe	endicular	11 in		
Щ	Is the abut	ment a car	ntilever earth	n-retaining abu	tment?	?		Yes ⁽ No		
Ę	Are the rei	nforced co	ncrete colun	nns monolithic	with th	ne superstructi	ıre?	Yes ¹ No 1		
RUCTURE	Is there ho piers?	rizontal or	vertical mov	ement or tiltin	g of the	e abutments, c	olumns or	Yes ÎNo Î		
SUBSTF	Is there un units?	usual or ex	ktensive ero	sion of soil at	or near	any of the sub	structure	Yes ÎNo Î		
SUE	Do you thir	nk abutmei	nt-slope failu	ıres are possil	ole in a	n earthquake?	1	Yes ÎNo Î		
OTHER										

Form 61: Inspection of Bridge # 72-0295-B00038 over I-24

	Crossing	KY295 O	VER I-24		Bridg B000	e Number 72-	0295-	
	Year	1976	County	LYON		ur Length (Mile	es)	
ΑŽ	Built							
当	Latitude		D 04.304M			38D 06.072M	If yes. Pleas (Structure of	
GENERAL	No.	ilcations b	een made s	ince the bridge	was c	onstructed?	(Siructure C	i ioau).
G		ridae cros	s a body of	water?		Yes ÎNo Î		
			seismically i			Yes No		
	Is it a rigid	box culver	t?			Yes ⁽ No		
ш	Is the supe	rstructure	integral with	the abutment	s?	Yes ⁽ No (Com	nents:
R	Does the s	uperstruct	ure contain	box girders?		Yes ⁽ No		
E	Is there lat	eral mover	nent under t	traffic loading?		Yes ⁽ No		
IRUC	Is the bridg toppling fai			an earthquake	after	Yes No î		
SUPERSTRUCTURE	Would gros instability?							
핕	Is the bridg	je skewed'	?			Yes No î		
S	Is there an joint?	y unusual	gap or offse	t at an expans	on	Yes ÎNo 🎚		
	Type Rocker Roller Elastometric Pad Sliding Multi-rotation Condition							
10	If there are pedestals, are the bearings likely to overturn in an earthquake?							
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?							Yes ¹ No I
ΔR	Are the bea	us?	Yes ¹ No 1					
BE,	Are there a	ny girders	supported of	on individual pe	edesta	ls or columns?		Yes ¹ No 1
	What is the to the supp		al support l	ength measure	ed in a	direction perpe	endicular	10 in
Щ	Is the abut	ment a car	itilever earth	n-retaining abu	tment?	•		Yes No i
Ę	Are the rei	nforced co	ncrete colur	nns monolithic	with th	ne superstructu	ıre?	Yes ÎNo Î
RUCTURE	piers?					e abutments, c		Yes∫No
SUBSTE	Is there un units?	usual or ex	tensive ero	sion of soil at o	r near	any of the sub	structure	Yes∫No
SU	Do you thir	nk abutmei	nt-slope failu	ures are possib	ole in a	n earthquake?		Yes∫No
OTHER	One girder has been damaged by impact.							

Form 62: Inspection of Bridge # 72-0093-B00042 over I-24

	Crossing	KY93 OV	'ER I-24		Bridg B000	je Number 72-	0093-		
AL.	Year Built	1976	County	LYON		ur Length (Mile	es)		
GENERAL	Latitude		D 03.906M een made s	Longitude ince the bridge		38D 02.923M constructed?→		se list them or load).	
g	Does the b	dge been	s a body of v seismically i t?			Yes No Yes No Yes No			
	Is the supe	rstructure	integral with	the abutment	s?	Yes ÎNo Î	Com	ments:	
URE				box girders?		Yes ÎNo			
15	Is there lateral movement under traffic loading? Yes No								
SUPERSTRUCTURE	toppling fai	lure of the	bearings?	an earthquake	after	Yes ÎNo Î			
ERS.	Would gros instability?	s moveme	nt of supers	tructure cause		Yes ¹ No			
핕	Is the bridg	je skewed'	?			Yes No î			
S	Is there any unusual gap or offset at an expansion joint?								
	Type F	GOOD							
	If there are pedestals, are the bearings likely to overturn in an earthquake?								
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?								
AR	Are the bearing seats, under the abutment end-diaphragm, continuous?								
3E,	Are there a	ny girders	supported of	on individual pe	edesta	ls or columns?	1	Yes ÎNo	
	What is the to the supp		al support l	ength measure	ed in a	direction perpe	endicular	10 in	
Щ	Is the abut	ment a car	ntilever earth	n-retaining abu	tment?	?		Yes ¹ No	
Ę	Are the rei	nforced co	ncrete colun	nns monolithic	with th	ne superstructu	ıre?	Yes ¹ No	
RUCTURE	piers?			rement or tilting				Yes ⁽ No	
SUBSTF	Is there un units?	usual or ex	tensive ero	sion of soil at o	or near	any of the sub	structure	Yes ÎNo Î	
SUI	Do you thir		Yes∫No						
OTHER									

Form 63: Inspection of Bridge # 72-0293-B00043 over I-24

	Crossing	KY293 O	VER I-24		Bridge Number 72-0293- B00043					
\ \ \	Year Built	1976	County	LYON		ur Length (Mile	es)			
GENERAL	Latitude		D 03.426M een made s			88D 02.027M constructed?→		se list them or load).		
g	Does the b	idge been	s a body of v seismically r t?			Yes No Yes No Yes No				
	Is the superstructure integral with the abutments? Yes No Com									
URE	Does the s									
E	Is there lat	eral mover	ment under t	raffic loading?		Yes ⁽ No				
IRUC	Is the bridg toppling fai			an earthquake	after	Yes ÎNo Î				
SUPERSTRUCTURE	Would gros instability?	ss moveme	nt of superst	ructure cause		Yes ÎNo 🎚				
<u> </u>	Is the bridg	ge skewed'	?	Yes ⁽ No						
าร	Is there an joint?	Is there any unusual gap or offset at an expansion								
	Type F	Rocker [†] Ro	oller ⁱ Elastom	etric Pad Slic	ling M	ulti-rotation ใ	Condition	GOOD		
	If there are	Yes ÎNo Î								
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge?									
AR.	Are the bea	aring seats	s, under the	abutment end-	diaphr	agm, continuo	us?	Yes ÎNo Î		
Œ/	Are there a	any girders	supported of	on individual p	edesta	ls or columns?	1	Yes ⁽ No l		
	What is the to the supp		nal support le	ength measure	ed in a	direction perpe	endicular	10 in		
Щ	Is the abut	ment a car	ntilever earth	n-retaining abu	tment?)		Yes ÎNo		
Ĭ,	Are the rei	nforced co	ncrete colun	nns monolithic	with th	ne superstructu	ıre?	Yes ¹ No		
RUCTURE	Is there ho piers?	rizontal or	vertical mov	ement or tilting	g of the	e abutments, c	olumns or	Yes ÎNo Î		
SUBSTF	Is there un units?	usual or ex	ktensive ero	sion of soil at o	or near	any of the sub	structure	Yes ÎNo Î		
SUE	Do you thir	nk abutmei	nt-slope failu	ires are possib	ole in a	n earthquake?		Yes ÎNo Î		
OTHER										

Form 64: Inspection of Bridge # 72-5118-B00045 over I-24

	Crossing	FDIENDO	LUD COLICOI	DD OVED I	Bride	je Number 72-	5118-					
	Orossing	PRIENDS	HIP SCHOOL	RD OVER I-	B000		0110-					
AL A	Year Built	1967	County	LYON	Deto	ur Length (Mile	es)					
<u>ج</u>	Latitude		D 00.527M			88D 58.356M		Please list them				
GENERAL		fications b	een made s	ince the bridge	e was c	constructed?→	(Structure	or load).				
95	No.	ridae cros	s a body of v	water?		Yes ¹ No						
			seismically r			Yes No						
	Is it a rigid					Yes ÎNo Î						
ш	Is the supe	Com	ments:									
JR.	Does the s											
CT	Is there late											
TRU	toppling fai	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings? Would gross movement of superstructure cause										
SUPERSTRUCTURE	Would gros instability?											
P	Is the bridg											
S	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ÎNo						
	Type F	Rocker [†] Ro	oller ⁱ Elastom	etric Pad Slid	ding M	lulti-rotation ⁽	Condition	GOOD				
40	If there are	quake?	Yes ⁽ No									
BEARINGS	Does the b	ed on the	Yes ¹ No									
ARII			s, under the	abutment end	-diaphr	ragm, continuo	us?	Yes ÎNo Î				
3E,	Are there a	ny girders	supported of	on individual p	edesta	ls or columns?		Yes ÎNo Î				
	What is the to the supp		nal support l	ength measur	ed in a	direction perpe	endicular	10 in				
RE	Is the abut	ment a car	ntilever earth	n-retaining abu	itment1	?		Yes ⁽ No				
	Are the rei	nforced co	ncrete colun	nns monolithic	with th	ne superstructi	ıre?	Yes ÎNo Î				
RUCTURE	Is there ho piers?	rizontal or	vertical mov	rement or tiltin	g of the	e abutments, c	olumns or	Yes ⁽ No l				
SUBSTF		usual or ex	ktensive ero	sion of soil at	or near	any of the sub	structure	Yes ÎNo Î				
SUI	Do you thir	nk abutme	nt-slope failu	ıres are possil	ole in a	n earthquake?	,	Yes ÎNo Î				
OTHER												

Form 65: Inspection of Bridge # 72-5123-B00046 and Bridge # 72-5123-B00046P over I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

		which is located westbound on 1-2-7)									
	Crossing	WYNN R	D OVER I-2	4	Bridg Paral	e Number 72- Ilel	5123-B0004	6 and			
Ļ	Year Built	1967	County	LYON	Detoi	ur Length (Mile	es)				
8	Latitude	036	D 59.927M	Longitude	l ne	37D 57.338M	If was Plaa	se list them			
뿌						constructed?→					
GENERAI	No.						(,			
9	Does the b	ridge cros	s a body of v	water?		Yes ⁽ No					
			seismically r	etrofitted?		Yes No					
	Is it a rigid					Yes No					
ш				the abutment	s?	Yes ÎNo Î	Com	ments:			
ÜR		•		oox girders?		Yes ÎNo Î Yes ÎNo Î					
CT	Is there lat										
TRU	Is the bridg toppling fa										
SUPERSTRUCTURE	Would gros instability?	Vould gross movement of superstructure cause nstability? Yes No									
P	Is the bridge	ge skewed	?			Yes No î					
S	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ⁽ No					
	Type F	Condition	GOOD								
1.5	If there are	uake?	Yes ÎNo Î								
BEARINGS	Does the b		less than 3	girders have e	xterior	girder support	ed on the	Yes ÎNo Î			
ARI			s, under the	abutment end	-diaphr	agm, continuo	us?	Yes ¹ No 1			
3E,	Are there a	any girders	supported of	on individual p	edesta	ls or columns?	1	Yes ÎNo Î			
	What is the to the supp		nal support l	ength measure	ed in a	direction perpe	endicular	12 in			
₹	Is the abut	ment a car	ntilever earth	n-retaining abu	tment?)		Yes ⁽ No			
	Are the rei	nforced co	ncrete colun	nns monolithic	with th	ne superstructu	ıre?	Yes ⁽ No l			
RUCTURE	piers?					e abutments, c		Yes ÎNo Î			
SUBSTE	Is there un units?	usual or ex	ktensive ero	sion of soil at o	or near	any of the sub	structure	Yes∫No			
SUI	Do you thir	nk abutme	nt-slope failu	ires are possib	ole in a	n earthquake?	1	Yes∫No			
OTHER											

Form 66: Inspection of Bridge # 72-0903-B00047 over I-24

	Crossing	KY903 O	VER I-24		Bridg B000	je Number 72-	0903-				
AL.	Year Built	1967	County	LYON		ur Length (Mile	es)				
GENERAL	Latitude		D 59.466M een made s	Longitude ince the bridge		37D 56.342M constructed?→					
g	Does the b	dge been	s a body of seismically of the thickness			Yes No Yes No Yes No					
		ments:									
URE	-	Is the superstructure integral with the abutments? Yes No Does the superstructure contain box girders? Yes No Does N									
E	Is there late	eral mover	nent under t	traffic loading?		Yes ¹ No 1					
IRUC	Is the bridg toppling fai			an earthquake	after	Yes ¹ No l					
SUPERSTRUCTURE	Would gros instability?	s moveme	nt of supers	tructure cause		Yes ⁽ No					
핕	Is the bridg	je skewed'	?			Yes No 1					
าร	Is there an joint?	y unusual (gap or offse	t at an expans	ion	Yes ÎNo					
	Type F	Condition	GOOD								
	If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the										
BEARINGS	Does the b seat edge?		less than 3	girders have e	xterior	girder support	ed on the	Yes ÎNo Î			
AR	Are the bea	aring seats	, under the	abutment end-	diaphr	agm, continuo	us?	Yes ⁽ No			
3E,	Are there a	ny girders	supported of	on individual pe	edesta	ls or columns?	1	Yes ¹ No			
	What is the to the supp		al support l	ength measure	ed in a	direction perpe	endicular	10 in			
Щ	Is the abut	ment a car	ntilever earth	n-retaining abu	tment?	?		Yes ¹ No			
Ę	Are the rei	nforced co	ncrete colur	nns monolithic	with th	ne superstructu	ıre?	Yes ¹ No			
RUCTURE	Is there ho piers?	rizontal or	vertical mov	ement or tilting	g of the	e abutments, c	olumns or	Yes ⁽ No			
SUBSTF	Is there un units?	usual or ex	tensive ero	sion of soil at o	r near	any of the sub	structure	Yes ÎNo Î			
SUE	Do you thir	,	Yes ⁽ No								
OTHER											

Form 67: Inspection of Bridge # 72-9001-B00049 and Bridge # 72-9001-B00049P over I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

1			ound on 1-2	,				1				
	Crossing	EB W.K.	E. OVER I-2	4	Bridg Paral	je Number 72- llel	9001-B0004	9 and				
با	Year Built	1976	County	LYON	Deto	ur Length (Mile	es)					
2	Latitude	037	D 04.275M	Longitude	l ns	38D 05.113M	If was Plaa	se list them				
-						constructed?						
GENERAI	No.	inoations b	cen made s	inoc the bridge	, was c		(01.4014.0	ouu).				
G		ridge cros	s a body of v	water?		Yes ÎNo						
			seismically r			Yes ¹ No						
	Is it a rigid	Is it a rigid box culvert? Yes No										
111	Is the supe	Com	ments:									
JRE	Does the s											
L	Is there lat	eral mover	ment under t	raffic loading?		Yes ¹ No						
IRU	Is the bridg toppling fa			an earthquake	after	Yes ÎNo						
SUPERSTRUCTURE	Would gros instability?	Would gross movement of superstructure cause										
l PI	Is the bridg					Yes No 1						
S	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ¹ No						
	Type F	Rocker ^f Ro	oller ⁱ Elastom	etric Pad ⁱ Slic	ling M	ulti-rotation ⁽	Condition	GOOD				
(0	If there are	pedestals	, are the bea	arings likely to	overtu	rn in an eartho	ıuake?	Yes ⁽ No l				
BEARINGS	Does the b		less than 3	girders have e	xterior	girder support	ed on the	Yes ¹ No Î				
R	Are the be	aring seats	s, under the	abutment end-	diaphr	agm, continuo	us?	Yes ¹ No 1				
3E/	Are there a	any girders	supported of	on individual p	edesta	ls or columns?		Yes ÎNo Î				
	What is the to the supp		nal support l	ength measure	ed in a	direction perpe	endicular	12 in				
₹.	Is the abut	ment a car	ntilever earth	n-retaining abu	tment?	?		Yes ⁽ No				
5						ne superstructu		Yes ⁽ No (
RUCTURE	piers?					e abutments, c		Yes ¹ No Î				
SUBST	Is there un units?	usual or ex	ktensive ero	sion of soil at o	or near	any of the sub	structure	Yes ÎNo Î				
SUI	Do you thir	nk abutme	nt-slope failu	ıres are possik	ole in a	n earthquake?		Yes ÎNo Î				
OTHER												

Form 68: Inspection of Bridge # 17-0139-B00065 over I-24

	Crossing	KY139 O	VER I-24		Bridge Number 17-0139- B00065				
AL A	Year Built	1970	County	CALDWELL		ur Length (Mile	es)		
GENERAL	Latitude Have modi No.		D 57.992N een made	Longitude since the bridge		87D 52.488M constructed?→		se list them or load).	
O	Does the bridge Has the bridge Is it a rigid	idge been	seismically	f water? y retrofitted?		Yes No Yes No Yes No			
	Is the supe	Com	ments:						
URE	Does the s								
- C				r traffic loading?		Yes ÎNo Î			
SUPERSTRUCTURE	toppling fai	ilure of the	bearings?		after	Yes ¹ No l			
ERS	Would gros instability?	ss moveme	nt of supe	rstructure cause		Yes ¹ No			
P	Is the bridge					Yes No 1			
S	Is there an joint?	y unusual	gap or offs	set at an expans	ion	Yes ¹ No 1			
	Type Rocker Roller Elastometric Pad Sliding Multi-rotation Condition								
w	If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the								
BEARINGS	seat edge?	?						Yes ⁽ No	
AR	Are the bea	aring seats	s, under th	e abutment end	-diaphr	agm, continuo	us?	Yes ¹ No 1	
BE	Are there a	any girders	supported	d on individual p	edesta	ls or columns?	•	Yes ÎNo	
	What is the to the supp		nal suppor	t length measur	ed in a	direction perpo	endicular	12 in	
Ä	Is the abut	ment a car	ntilever ea	rth-retaining abu	ıtment1	?		Yes ⁽ No	
	Are the rei	nforced co	ncrete col	umns monolithic	with th	ne superstructi	ıre?	Yes ÎNo	
RUCTURE	piers?			ovement or tiltin				Yes ÎNo Î	
SUBSTF	Is there un units?	usual or ex	ktensive e	rosion of soil at	or near	any of the sub	ostructure	Yes ⁽ No	
SUI	Do you thir	•	Yes ⁽ No						
OTHER									

Form 69: Inspection of Bridge # 17-0276-B00066 and Bridge # 17-0276-B00066P over I-24 (The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24)

	Crossing KY276 OVER EB I-24 Bridge Number 17-0276-B00066 and										
			T	_	Para			1			
	Year Built	1971	County	CALDWELL	Deto	ur Length (Mile	es)				
GENERAL	Latitude	036	D 57.411N	л Longitude	08	87D 51.038M	If ves. Plea	se list them			
岁				since the bridge			(Structure of				
Ή	No.			_		i a E					
	Does the b					Yes No					
	Is it a rigid			y retrofitted?		Yes No Yes No					
				ith the abutmen	·s?	Yes No	Com	ments:			
SE SE		Is the superstructure integral with the abutments? Yes No Does the superstructure contain box girders? Yes No									
2		Is there lateral movement under traffic loading? Yes I/Vo									
On				n an earthquake		<u>-</u>					
TR	toppling fa	ilure of the	bearings?	,		Yes No 1					
SUPERSTRUCTURE	Would gros instability?										
I I		s the bridge skewed? Yes No 1									
S	Is there an joint?	y unusual	gap or offs	set at an expans	ion	Yes ¹ No l					
		_		metric Pad Sli	-		Condition	GOOD			
(0		-		earings likely to				Yes ⁽ No			
BEARINGS	Does the b		less than	3 girders have e	xterior	girder support	ed on the	Yes ⁽ No (
ARI	Are the be	aring seats	s, under th	e abutment end	-diaphr	agm, continuo	us?	Yes ⁽ No			
BE/	Are there a	any girders	supported	d on individual p	edesta	ls or columns?)	Yes ¹ No 1			
	What is the to the supp		nal suppor	t length measur	ed in a	direction perpo	endicular	12 in			
٦	Is the abut	ment a car	ntilever ea	rth-retaining abu	ıtment´	?		Yes ⁽ No			
E	Are the rei	nforced co	ncrete col	umns monolithic	with th	ne superstructi	ıre?	Yes ÎNo Î			
RUCTURE	piers?			ovement or tiltin				Yes ⁽ No			
	Is there un units?	usual or ex	ktensive e	rosion of soil at	or near	any of the sub	ostructure	Yes ÎNo Î			
SUBST	Do you think abutment-slope failures are possible in an earthquake? Yes No										
ER											
OTHER											

Form 70: Inspection of Bridge # 111-6049-B00047 over I-24

	Crossing	NEWT N	ICHOLS RD	OVER I-24	Brido	je Number 111	-6049-				
	3				B000	47					
GENERAL	Year Built	1969	County	TRIGG	Deto	ur Length (Mile	es)				
E.S.	Latitude			Longitude		37D 49.340M	If yes. Pleas				
	∣ Have modi ∣ <i>No</i> .	fications b	een made si	nce the bridge	was c	constructed?	(Structure o	r load).			
ច		ridge cross	s a body of v	vater?		Yes ÎNo					
			seismically r			Yes No					
	Is it a rigid					Yes ⁽ No (
	Is the supe	Is the superstructure integral with the abutments? Yes No Co									
URE	Does the s	uperstructi	ure contain b	oox girders?		Yes ÎNo Î					
L	Is there late										
SUPERSTRUCTURE	Is the bridg toppling fai										
ERS.	Would gros instability?	s moveme									
핕	Is the bridg	je skewed'	?			Yes No î					
S	Is there an joint?	y unusual (gap or offse	t at an expans	ion	Yes ÎNo					
	Type F	Condition	GOOD								
	If there are	quake?	Yes ⁽ No								
BEARINGS	Does the b seat edge?		Yes ⁽ No								
AR	Are the bea	aring seats	s, under the	abutment end-	-diaphr	agm, continuo	us?	Yes ⁽ No (
BE ,	Are there a	ny girders	supported of	on individual p	edesta	ls or columns?	'	Yes ÎNo Î			
_	What is the to the supp		al support le	ength measure	ed in a	direction perpe	endicular	11 in			
E C	Is the abuti	ment a car	ntilever earth	n-retaining abu	tment?	?		Yes ⁽ No			
Ę	Are the rein	nforced co	ncrete colun	nns monolithic	with th	ne superstructu	ıre?	Yes ¹ No l			
RUCTURE	Is there ho	rizontal or	vertical mov	ement or tilting	g of the	e abutments, c	olumns or	Yes ⁽ No			
SUBSTF	Is there ununits?	usual or ex	tensive eros	sion of soil at o	or near	any of the sub	ostructure	Yes [∫] No 🎚			
SUE	Do you thir	nk abutmer	nt-slope failu	ires are possib	ole in a	n earthquake?	,	Yes [∫] No 🎚			
쏪											
ОТНЕК											
						The state of the s	Mario Sec				
						7	A Starte Starte	Prince Prince			

Form 71: Inspection of Bridge # 111-6051-B00049 over I-24

	Crossing	ADAMS	MILL RD O\	/ER I-24	Bridg B000	je Number 1 ¥						
AL	Year Built	1969	County	TRIGG		ur Length (Mile	es)					
GENERAL	Latitude			Longitude ince the bridge		37D 48.266M constructed?	If yes. Pleas (Structure o					
Ö	Does the b		s a body of v			Yes No Yes No						
	Is it a rigid			otronitiou :		Yes No						
Ш	Is the supe	Com	ments:									
꿈	Does the s	uperstruct	ure contain l	oox girders?		Yes ÎNo						
CT				raffic loading?		Yes ⁽ No						
SUPERSTRUCTURE	toppling fai	Is the bridge likely to collapse in an earthquake after toppling failure of the bearings?										
ERS	Would gros	-										
UP	Is the bridg					Yes No 1						
S	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ⁽ No						
	Type F	Condition	GOOD									
(0	If there are		Yes ⁽ No (
BEARINGS	Does the bridge with less than 3 girders have exterior girder supported on the seat edge? Are the bearing seats, under the abutment end-diaphragm, continuous?							Yes ⁽ No				
AR			•		•	•		Yes ⁽ No				
BE			• •	•		ls or columns?		Yes ⁽ No				
	What is the to the supp		al support l	ength measure	ed in a	direction perp	endicular	10 in				
Ä	Is the abut	ment a car	ntilever earth	n-retaining abu	itment1	?		Yes ⁽ No				
2	Are the rei	nforced co	ncrete colun	nns monolithic	with th	ne superstructi	ure?	Yes ⁽ No				
RUCTURE	Is there ho piers?	rizontal or	vertical mov	rement or tiltin	g of the	e abutments, c	olumns or	Yes ÎNo Î				
SUBSTE	Is there un units?	usual or ex	tensive ero	sion of soil at	or near	any of the sub	ostructure	Yes ⁽ No				
SUI	Do you thir	nk abutmei	nt-slope failu	ıres are possil	ole in a	n earthquake?		Yes ÎNo				
OTHER												

Form 72: Inspection of Bridge # 111-0024-B00043 over I-24

	Crossing		OMERY-HE			je Number 111	-0024-				
	Year	1968	RD OVER County	I-24 TRIGG	B000	043 ur Length (Mile) <u>)</u>				
AL AL	Built	1900	County	TRIGG	Delo	ui Lengin (iville	;5)				
8	Latitude		D 51.999M			B7D 42.675M	If yes. Pleas				
GENERAL	∣ Have modi No. Î	fications b	een made si	nce the bridge	e was c	constructed?	(Structure o	r load).			
ច		ridae cross	s a body of v	water?		Yes ÎNo					
			seismically r			Yes No					
	Is it a rigid										
ш	Is the supe	Is the superstructure integral with the abutments? Yes No Co									
꿈	Does the s	uperstructi	ure contain l	oox girders?		Yes ¹ No					
E	Is there late	eral mover	nent under t	raffic loading?	•	Yes ÎNo 🏻					
IRU	toppling fai	lure of the	bearings?	an earthquake	after	Yes No î					
SUPERSTRUCTURE	instability?		· .	ructure cause		Yes ¹ No 1					
P P	Is the bridg	<u> </u>				Yes No 1					
S	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ⁽ No					
	Type F	Rocker Ro	ller [∤] Elastom	etric Pad Slic	ding ^í M	ulti-rotation ⁽	Condition	GOOD			
G	If there are	Yes ÎNo Î									
BEARINGS	seat edge?)				girder support		Yes ⁽ No			
AR						agm, continuo		Yes ÎNo Î			
BE			• • •	•		ls or columns?		Yes ÎNo Î			
	What is the to the supp		al support le	ength measur	ed in a	direction perpe	endicular	10 in			
R E	Is the abut	ment a car	ntilever earth	n-retaining abu	ıtment?	?		Yes ¹ No 1			
	Are the rei	nforced co	ncrete colun	nns monolithic	with th	ne superstructu	ıre?	Yes ¹ No 1			
RUCTURE	Is there ho piers?	rizontal or	vertical mov	ement or tiltin	g of the	e abutments, c	olumns or	Yes ⁽ No (
SUBSTF	Is there un units?	usual or ex	tensive ero	sion of soil at	or near	any of the sub	structure	Yes ÎNo Î			
SUI	Do you think abutment-slope failures are possible in an earthquake? Yes N										
OTHER											

Form 73: Inspection of Bridge # 111-0024-B00045 over I-24

	Crossing	KY276 OVER I-24				Bridge Number 111-0024- B00045					
بـ	Year	1979	County	TRIGG		ur Length (Mile	es)				
GENERAL	Built Latitude		D 53.676M			37D 45.344M	If yes. Pleas				
	Have modi	fications b	een made s	ince the bridge	was c	onstructed?	(Structure o	or load).			
9	Does the b		s a body of v			Yes No					
	Is it a rigid		seismically r t?	etrofitted?		Yes ⁽ No Yes ⁽ No					
111	Is the supe	Comr	ments:								
URE	Does the s										
CT	Is there lat										
TRU	toppling fai	lure of the	bearings?	an earthquake	after	Yes No î					
SUPERSTRUCTURE	Would gros instability?	Would gross movement of superstructure cause									
UPE	Is the bridg					Yes No Î					
S	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ⁽ No					
	Type F	Condition	GOOD								
က္သ	If there are Does the b		Yes ¹ No								
BEARINGS	seat edge?		Yes ¹ No								
AR						agm, continuo		Yes ⁽ No			
BE				•		ls or columns?		Yes ¹ No 1			
	to the supp		nai support i	ength measure	ed in a	direction perpe	endicular	12 in			
ZE.	Is the abut	ment a car	ntilever earth	n-retaining abu	tment?	•		Yes ¹ No			
Ē						ne superstructu		Yes ¹ No			
RUCTURE	piers?					e abutments, c		Yes ¹ No Î			
SUBSTI	Is there un units?	usual or ex	ktensive ero	sion of soil at o	or near	any of the sub	structure	Yes∫No			
SU	Do you thir	nk abutme	nt-slope failu	ıres are possib	ole in a	n earthquake?		Yes ⁽ No (
OTHER											

Form 74: Inspection of Bridge # 111-0024-B00050 over I-24

	Crossing	KY124 O	VER I-24		Bridg B000	je Number 111	-0024-					
۸۲	Year Built	1967	County	TRIGG		ur Length (Mile	es)					
GENERAL	Latitude		D 54.712M	Longitude		B7D 46.009M constructed?→	If yes. Pleas (Structure o					
Ë	No.	ilcations b	een made si	nice the bridge	was c	onstructeu : →	(Structure C	i load).				
0			s a body of v			Yes No						
	Is it a rigid		seismically r t?	etronited?		Yes No Yes No						
	Is the supe	Com	ments:									
JRE	Does the s	uperstruct	ure contain l	oox girders?		Yes ÎNo Î						
L				raffic loading?		Yes ¹ No						
SUPERSTRUCTURE	toppling fai	lure of the	bearings?	an earthquake	after	Yes ¹ No						
ERS	Would gros instability?	Would gross movement of superstructure cause										
UP	Is the bridg					Yes No î						
S	Is there an joint?	y unusual	gap or offse	t at an expans	ion	Yes ÎNo						
	Type F	Condition	GOOD									
တ	If there are	Yes ¹ No 1										
BEARINGS	Does the baseat edge?	Yes ¹ No 1										
AR						agm, continuo		Yes ¹ No 1				
BE				•		ls or columns?		Yes ¹ No				
	What is the to the supp		nal support le	ength measure	ed in a	direction perpe	endicular	12 in				
Æ	Is the abut	ment a car	ntilever earth	n-retaining abu	tment?	?		Yes ¹ No 1				
2	Are the rei	nforced co	ncrete colun	nns monolithic	with th	ne superstructu	ıre?	Yes ¹ No 1				
RUCTURE	piers?					e abutments, c		Yes ¹ No l				
SUBSTF	Is there un units?	usual or ex	tensive ero	sion of soil at o	or near	any of the sub	structure	Yes ÎNo 🌡				
SUE	Do you thir	nk abutme	nt-slope failu	ires are possib	ole in a	n earthquake?		Yes ¹ No 1				
ER I												
ОТНЕК												

Form 75: Inspection of Bridge # 24-0272-B00121 over I-24

	Crossing	KY272 C	VER I-24		Bridg B001	je Number 24-	0272-			
۲	Year Built	1968	County	CHRISTIAN		ur Length (Mile	es)			
GENERAL	Latitude		D 49.763N een made	Longitude since the bridge		37D 39.649M constructed?→	If yes. Plea (Structure o			
5	Does the b	idge been	seismically	f water? y retrofitted?		Yes No Yes No				
				ith the abutment	s?	Yes No	Comi	ments:		
JRE	Does the s									
E	Is there lat	eral mover	nent unde	r traffic loading?		Yes ¹ No				
SUPERSTRUCTURE	toppling fa	ilure of the	bearings?		after	Yes No Î				
ERS	Would gros	ss moveme	nt of supe	rstructure cause		Yes No î				
I I	Is the bridg					Yes No 1				
S	Is there an joint?	y unusual	gap or offs	set at an expans	ion	Yes ÎNo				
	Type F	Rocker Ro	oller ⁱ Elasto	metric Pad Slic	ling ^í M	ulti-rotation ⁽	Condition	GOOD		
ဟ		•		earings likely to				Yes ÎNo Î		
BEARINGS	seat edge?	?		3 girders have e				Yes ¹ No 1		
AR	Are the be	aring seats	s, under th	e abutment end-	diaphr	agm, continuo	us?	Yes ⁽ No l		
BE,	Are there a	any girders	supported	d on individual p	edesta	ls or columns?)	Yes ¹ No 1		
	What is the to the supp		nal suppor	t length measure	ed in a	direction perpe	endicular	10 in		
Ä	Is the abut	ment a car	ntilever ea	rth-retaining abu	tment?	?		Yes ÎNo Î		
	Are the rei	nforced co	ncrete col	umns monolithic	with th	ne superstructu	ıre?	Yes No î		
RUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tilting	g of the	e abutments, c	olumns or	Yes ¹ No Î		
	Is there un units?	usual or ex	ktensive e	rosion of soil at o	or near	any of the sub	ostructure	Yes ÎNo Î		
SUBST	Do you thin	nk abutme	nt-slope fa	ilures are possib	ole in a	n earthquake?		Yes ÎNo Î		
OTHER		Do you think abutment-slope failures are possible in an earthquake? Yes No								

Form 76: Inspection of Bridge # 24-0164-B00123 over I-24

	Crossing	KY164 O	VER I-24			ge Number 24-	0164-	
	Year	1968	County	CHRISTIAN	B001 Deto	ur Length (Mile	es)	
GENERAL	Built						,	
ER	Latitude		D 48.399N			37D 37.019M		se list them
N N	No. Î	lications b	een made	since the bridge	e was c	constructed?	(Structure)	or load).
	Does the b	ridge cross	s a body o	f water?		Yes No		
				retrofitted?		Yes No Yes No		
	Is it a rigid							
ш	Is the supe	Com	ments:					
URI	Does the s	uperstructi	ure contai	n box girders?		Yes ¹ No		
CT	Is there late	eral mover	nent unde	r traffic loading?	•	Yes ÎNo Î		
TRU	toppling fai	lure of the	bearings?		after	Yes ⁽ No		
SUPERSTRUCTURE	Would gros instability?	s moveme	nt of supe	structure cause		Yes ¹ No		
P	Is the bridg	ge skewed'	?			Yes No 1		
S	Is there an joint?	y unusual (gap or offs	set at an expans	ion	Yes ÎNo		
	Type F	Rocker Ro	oller ^í Elasto	ometric Pad ⁱ Sli	ding ^í M	ulti-rotation ⁽	Condition	GOOD
	If there are pedestals, are the bearings likely to overturn in an earthquake? Does the bridge with less than 3 girders have exterior girder supported on the							
BEARINGS	seat edge?)						Yes ⁽ No
٩R	Are the bea	aring seats	s, under th	e abutment end	-diaphr	agm, continuo	us?	Yes ¹ No 1
3E,	Are there a	ny girders	supported	d on individual p	edesta	ls or columns?	•	Yes ¹ No 1
_	What is the to the supp		nal suppor	t length measur	ed in a	direction perpo	endicular	12 in
ΙE	Is the abut	ment a car	ntilever ea	rth-retaining abu	ıtment'	?		Yes ÎNo Î
J.	Are the rei	nforced co	ncrete coli	umns monolithic	with th	ne superstructu	ure?	Yes No i
RUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tiltin	g of the	e abutments, c	olumns or	Yes ¹ No
SUBSTF	Is there un units?	usual or ex	ktensive ei	rosion of soil at	or near	any of the sub	ostructure	Yes ÎNo Î
SUE	Do you thir	nk abutmer	nt-slope fa	ilures are possi	ole in a	in earthquake?	•	Yes ⁽ No
ОТНЕК								

Form 77: Inspection of Bridge # 24-0695-B00124 over I-24

	Crossing	KY695 C	VER I-24		Bridg B001	ge Number 24-	0695-	
۸۲ ۲	Year Built	1969	County	CHRISTIAN		ur Length (Mile	es)	
GENERAL	Latitude		D 47.266N een made	Longitude since the bridge		87D 35.125M constructed?→		ise list them or load).
g	Does the b	idge been	seismically	of water? y retrofitted?		Yes No Yes No		
	Ť			ith the abutment	s?	Yes ÎNo Î	Com	ments:
URE				n box girders?		Yes ¹ No l		
5	Is there lat	eral mover	ment unde	r traffic loading?		Yes ÎNo Î		
SUPERSTRUCTURE	toppling fai	lure of the	bearings?		after	Yes No Î		
ERS.	Would gros instability?	ss moveme	nt of supe	rstructure cause		Yes ¹ No		
핕	Is the bridge	ge skewed'	?			Yes No 1		
S	Is there an joint?	y unusual	gap or offs	set at an expans	ion	Yes ÎNo		
	Type F	Rocker Ro	oller ⁱ Elaste	ometric Pad Slic	ling ^í M	ulti-rotation ⁽	Condition	GOOD
(0				earings likely to			-	Yes ÎNo Î
BEARINGS	seat edge?	?		3 girders have e				Yes∫No
AR	Are the bea	aring seats	s, under th	e abutment end	-diaphr	agm, continuo	us?	Yes ¹ No 1
3E,	Are there a	any girders	supported	d on individual p	edesta	ls or columns?	1	Yes ÎNo Î
	What is the to the supp		nal suppor	t length measure	ed in a	direction perpe	endicular	10 in
Ä	Is the abut	ment a car	ntilever ea	rth-retaining abu	tment	?		Yes ¹ No 1
Ę	Are the rei	nforced co	ncrete col	umns monolithic	with th	ne superstructu	ıre?	Yes ¹ No 1
RUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tiltin	g of the	e abutments, c	olumns or	Yes ÎNo Î
SUBSTF	Is there un units?	usual or ex	ktensive e	rosion of soil at	or near	any of the sub	structure	Yes ÎNo Î
SUE	Do you thir	nk abutme	nt-slope fa	ilures are possit	ole in a	in earthquake?		Yes∫NoÎ
OTHER							严	

Form 78: Inspection of Bridge # 24-0107-B00127 over I-24

	Crossing	KY107 C	VER I-24		Bridg B001	je Number 24-	0107-	
\ \ \	Year Built	1967	County	CHRISTIAN		ur Length (Mile	es)	
GENERAL	Latitude		D 45.299N een made	Longitude since the bridge		37D 31.791M constructed?→		ise list them or load).
g	Does the b	idge been	seismically	of water? y retrofitted?		Yes No Yes No		
	Ť			ith the abutment	s?	Yes ÎNo Î	Com	ments:
URE				n box girders?		Yes ¹ No l		
E	Is there lat	eral mover	nent unde	r traffic loading?		Yes ÎNo Î		
SUPERSTRUCTURE	toppling fai	lure of the	bearings?		after	Yes No Î		
ERS	Would gros instability?	s moveme	nt of supe	rstructure cause		Yes No î		
트	Is the bridge	ge skewed'	?			Yes No 1		
S	Is there an joint?	y unusual	gap or offs	set at an expans	ion	Yes ÎNo		
	Type F	Rocker Ro	oller ⁱ Elasto	ometric Pad [®] Slid	ling ^í M	ulti-rotation ⁽	Condition	GOOD
(0		-		earings likely to			-	Yes ÎNo Î
BEARINGS	seat edge?)		3 girders have e				Yes∫No
AR	Are the bea	aring seats	s, under th	e abutment end	-diaphr	agm, continuo	us?	Yes ÎNo Î
Œ/	Are there a	any girders	supported	d on individual p	edesta	ls or columns?)	Yes ÎNo Î
	What is the to the supp		nal suppor	t length measur	ed in a	direction perpe	endicular	10 in
Ä	Is the abut	ment a car	ntilever ea	rth-retaining abu	tment	?		Yes ¹ No 1
Ä	Are the rei	nforced co	ncrete col	umns monolithic	with th	ne superstructu	ure?	Yes ¹ No
RUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tiltin	g of the	e abutments, c	olumns or	Yes∫No∫
SUBSTF	Is there un units?	usual or ex	ktensive e	rosion of soil at	or near	any of the sub	ostructure	Yes ÎNo Î
SUE	Do you thir	nk abutme	nt-slope fa	ilures are possil	ole in a	n earthquake?	•	Yes ÎNo Î
OTHER								Service Servic

Form 79: Inspection of Bridge # 24-0024-B00128 over I-24

	Crossing	KY1453	(MILLER I	RD) OVER I-24	Bridg B001	je Number 24-	0024-	
AL	Year Built	1969	County	CHRISTIAN		ur Length (Mile	es)	
GENERAL	Latitude		D 43.690N een made	Longitude since the bridg		87D 29.335M constructed?→		se list them or load).
g	Does the b	dge been	seismicall	f water? y retrofitted?		Yes No Yes No Yes No		
	Is the supe	rstructure	integral w	ith the abutmen	ts?	Yes ÎNo Î	Com	ments:
URE				n box girders?		Yes ⁽ No		
占	Is there late	eral mover	nent unde	r traffic loading		Yes ÎNo		
SUPERSTRUCTURE	toppling fai	lure of the	bearings?		after	Yes No Î		
ERS	Would gros instability?	s moveme	nt of supe	rstructure cause		Yes No î		
P	Is the bridg					Yes No 1		
S	Is there an joint?	y unusual (gap or offs	set at an expans	sion	Yes ¹ No 1		
	Type F	Rocker Ro	oller ⁱ Elast	ometric Pad ⁱ Sli	ding ⁽ M	ulti-rotation ⁽	Condition	GOOD
W				earings likely to			-	Yes ⁽ No
BEARINGS	seat edge?	,		3 girders have e				Yes ÎNo 🏻
AR	Are the bea	aring seats	, under th	e abutment end	-diaphr	agm, continuo	us?	Yes ÎNo Î
BE	Are there a	ny girders	supported	d on individual p	edesta	ls or columns?	•	Yes ÎNo
	What is the to the supp		al suppor	t length measur	ed in a	direction perpo	endicular	10 in
Ä	Is the abut	ment a car	ntilever ea	rth-retaining ab	utment'	?		Yes ⁽ No
Ę	Are the rei	nforced co	ncrete col	umns monolithic	with th	ne superstructi	ıre?	Yes ÎNo
RUCTURE	piers?			ovement or tiltir	_			Yes ÎNo Î
SUBSTF	Is there un units?	usual or ex	tensive e	rosion of soil at	or near	any of the sub	ostructure	Yes ¹ No 1
SUI	Do you thir	nk abutmer	nt-slope fa	ilures are possi	ble in a	n earthquake?	•	Yes ⁽ No
OTHER								

Form 80: Inspection of Bridge # 24-0115-B00131 over I-24

	Crossing	KY115 O	VER I-24			je Number 24-	0115-	
	Year	1970	County	CHRISTIAN	B001 Deto	31 ur Length (Mile	es)	
GENERAL	Built	1000	D 40 0001	1 Lampituda		07D 04 070M	If Diag	a a li at the area
当	Latitude Have modi		D 40.928N een made	I Longitude since the bridge		37D 24.278M constructed?→		se list them or load).
Į,	No. Î						(,
	Does the b					Yes No		
	Is it a rigid			y retrofitted?		Yes No Yes No		
				th the abutment	s?	Yes ÎNo	Com	ments:
IRE				n box girders?		Yes ÎNo Î		
l K	Is there lat	eral mover	ment unde	r traffic loading?	ı	Yes ¹ No		
RUC	Is the bridg			n an earthquake	after	Yes No î		
SUPERSTRUCTURE				rstructure cause		Yes No î		
JPE	Is the bridg	ge skewed'	?			Yes No 1		
S	Is there an joint?	y unusual	gap or offs	set at an expans	ion	Yes ÎNo		
	Type F	Rocker Ro	oller ⁱ Elasto	ometric Pad [®] Slic	ding ⁽ M	ulti-rotation ⁽	Condition	GOOD
w		•		earings likely to				Yes ⁽ No
BEARINGS	Does the baseat edge?		less than	3 girders have e	xterior	girder support	ed on the	Yes ⁽ No
ARI			s, under th	e abutment end	-diaphr	agm, continuo	us?	Yes ⁽ No
3E/	Are there a	any girders	supported	d on individual p	edesta	ls or columns?)	Yes ÎNo Î
_	What is the to the supp		nal suppor	t length measure	ed in a	direction perpo	endicular	11 in
Ш	Is the abut	ment a car	ntilever ea	rth-retaining abu	tment?	?		Yes ÎNo Î
Ä	Are the rei	nforced co	ncrete col	umns monolithic	with th	ne superstructi	ıre?	Yes ¹ No 1
RUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tiltin	g of the	e abutments, c	olumns or	Yes ÎNo Î
SUBSTR	Is there un units?	usual or ex	ktensive ei	rosion of soil at	or near	any of the sub	ostructure	Yes ÎNo Î
SUE	Do you thir	nk abutmei	nt-slope fa	ilures are possil	ole in a	n earthquake?	•	Yes ÎNo Î
OTHER								

Form 81: Inspection of Bridge # 24-0024-B00133 over I-24

	Crossing	BAKERS	MILL RD	OVER I-24		ge Number 24-	0024-	
	Year	1971	County	CHRISTIAN	B001 Deto	ur Length (Mile	es)	
GENERAL	Built	1000	D 20 2051	4		07D 04 054M	If Diag	a a lint the area
当	Latitude Have modi		D 39.285N een made	I Longitude since the bridg		87D 21.954M		se list them or load)
Ü	No.	modulo 15 b	cen maac	Sirioc tric bridg	o was c		(Othaotalo (or 1000).
0	Does the b					Yes ÎNo		
	Has the bri			y retrofitted?		Yes No Yes No		
				ith the abutmen	ts?	Yes No	Com	ments:
RE				n box girders?		Yes No		
) T		•		r traffic loading)	Yes ¹ No 1		
SUPERSTRUCTURE		ge likely to	collapse ir	n an earthquake		Yes No î		
ERST				rstructure cause		Yes No î		
F F	Is the bridg	ge skewed'	?			Yes No 1		
S	Is there an joint?	y unusual	gap or offs	set at an expans	sion	Yes ⁽ No		
	Type F	Rocker Ro	oller ⁱ Elasto	ometric Pad ⁱ Sli	ding ⁽ M	lulti-rotation ⁽	Condition	GOOD
(0		•		earings likely to				Yes ^î No Î
BEARINGS	Does the b		less than	3 girders have e	exterior	girder support	ed on the	Yes ⁽ No
ARI			s, under th	e abutment end	-diaphr	agm, continuo	us?	Yes ¹ No 1
Œ/	Are there a	any girders	supported	d on individual p	edesta	ls or columns?)	Yes ÎNo Î
	What is the to the supp		nal suppor	t length measur	ed in a	direction perpe	endicular	11 in
Ш	Is the abut	ment a car	ntilever ea	rth-retaining abi	utment'	?		Yes ÎNo
Ä	Are the rei	nforced co	ncrete col	umns monolithic	with the	ne superstructi	ıre?	Yes ¹ No
RUCTURE	Is there ho piers?	rizontal or	vertical m	ovement or tiltin	g of the	e abutments, c	olumns or	Yes ÎNo Î
SUBSTF	Is there un units?	usual or ex	ktensive ei	rosion of soil at	or near	any of the sub	ostructure	Yes ÎNo Î
SUI	Do you thir	nk abutmei	nt-slope fa	ilures are possi	ble in a	ın earthquake?	•	Yes∫No
OTHER								

Form 82: Inspection of Bridge # 24-0024-B00134 over I-24

	Crossing	TODD C		L HILL RD	Bridg B001	je Number 24-	0024-	
با	Year Built	1971	County	CHRISTIAN		ur Length (Mile	es)	
GENERAL	Latitude			I Longitude since the bridge		87D 20.705M constructed?→		se list them or load).
5	Does the b	idge been	seismically	f water? y retrofitted?		Yes No Yes No Yes No		
				ith the abutmen	ts?	Yes ÎNo	Com	ments:
JRE				n box girders?		Yes ¹ No 1		
E	Is there late	eral mover	ment unde	r traffic loading?)	Yes ÎNo Î		
SUPERSTRUCTURE	toppling fai	lure of the	bearings?		after	Yes No Î		
ERS.	Would gros instability?	ss moveme	nt of supe	rstructure cause		Yes No Î		
l P	Is the bridg	<u> </u>				Yes No 1		
S	Is there an joint?	y unusual	gap or offs	set at an expans	sion	Yes ⁽ No		
	Type F	Rocker Ro	oller ⁱ Elaste	ometric Pad ⁱ Sli	ding ⁽ M	ulti-rotation	Condition	GOOD
(0		-		earings likely to				Yes ^ĵ No Î
BEARINGS	seat edge?)		3 girders have e				Yes ÎNo Î
AR	Are the bea	aring seats	s, under th	e abutment end	-diaphr	ragm, continuo	us?	Yes ⁽ No
BE	Are there a	any girders	supported	d on individual p	edesta	ls or columns?		Yes ⁽ No
	What is the to the supp		nal suppor	t length measur	ed in a	direction perpe	endicular	11 in
RE	Is the abut	ment a car	ntilever ea	rth-retaining abu	ıtment'	?		Yes ⁽ No
₽	Are the rein	nforced co	ncrete col	umns monolithic	with the	ne superstructu	ıre?	Yes ⁽ No
RUCTURE	piers?			ovement or tiltin	•			Yes ⁽ No
SUBSTF	Is there un units?	usual or ex	ktensive e	rosion of soil at	or near	any of the sub	structure	Yes ÎNo Î
SUI	Do you thir	nk abutme	nt-slope fa	ilures are possi	ble in a	in earthquake?	1	Yes ÎNo Î
ОТНЕК								

Table 1 I-24 Bridge Type Listing

District	Status 1	County ²	Route	Bridge Bin # ³	Р 4	Type ⁵	Approach	Main Spans ⁶	Approach Spans ⁷	Span Length	Structure Length ⁸ (ft)	Location Description	Bridge Description	MP ⁹	On / Over I-24	Feature Crossed	Drawing #
1	SM	070	0024	B00061		119	0	1	0	20	23	1.4 Mile east of KY 453 Over- pass	20'x7'x193' ; Reinforced Concrete Culvert, 7' Fill	32.17	On	Crevassee Creek	
1	SM	070	0024	B00062		402	0	3	0	45	122	1 Mile west of Cumberland River	35.5', 45.5', 35.5' Continuous non-Composite Steel W-Beam Spans	32.93	On	KY 917	
1	SM	070	0024	B00062	Р	402	0	3	0	45	122	1 Mile west of Cumberland River	35.5', 45.5', 35.5' Continuous non-Composite Steel W-Beam Spans	32.93	On	KY 917	
1	SM	070	0024	B00063		403	104	6	2	420	1731	EBL ¹⁰ over Cumberland River	216', 216', 216', 300', 420', 300' non- Composite Plate Girder Spans; 2 - 29' Box Abutments	33.66	On	Cumberland River	
1	SM	070	0024	B00063	Р	403	0	6	0	420	1731	WBL ¹¹ over Cumberland River	216', 216', 216', 300', 420', 300' non- Composite Plate Girder Spans; 2 - 29' Box Abtutments	33.66	On	Cumberland River	
1	SM	070	0453	B00064		402	105	2	2	95	261	1.4 Mile north of US 62 Interchange	2 - 95.5' Continuous Composite WPG ¹² Spans; 2 - 35' Concrete Box Girder	30.72	Over	I-24 @ Mile Point 30.72	18836
1	SM	070	0453	B00064	Р	402	105	2	2	95	261	1.4 Mile north of US 62 Interchange	2 - 95.5' Continuous Composite WPG ¹² Spans; 2 - 35' Concrete Box Girder	30.72	Over	I-24 @ Mile Point 30.72	18836
1	SM	072	5225	B00032		402	0	2	2	112	230	2.5 Mile north of Junction US 62	2 - 112' Continuous Composite WPG ¹² Spans; 1 - 12' & 1 - 15' Box Girder Abutments	35.29	Over	I-24 @ Mile Point 35.29	18643
1	RP	072	0810	B00033		402	105	2	2	105	216	1 Mile north of Junction US 62	2 - 105' Continuous Composite WPG ¹² Spans & 2-17' Box Girder Abutments	36.41	Over	I-24 @ Mile Point 36.41	18644
1	SM	072	5229	B00034		402	105	2	2	91	187	0.5 Mile south of Junction KY 93	2 - 91' Continuous Composite WPG ¹² Spans; 1'x30'x1'x34' Box Girder End Bent	37.29	Over	I-24 @ Mile Point 37.29	18642
1	SM	072	0024	B00035	Р	402	0	3	0	74	206	WBL ¹¹ over ICG Railroad	62', 74', 62' Continuous Composite Rolled Beam Spans	37.93		P&L Railway	
1	SM	072	0024	B00035		402	0	3	0	74		EBL ¹⁰ over ICG Railroad @ MP ⁹ 3.69	62', 74', 62' Continuous Composite Rolled Beam Spans	37.93		P&L Railway	
1	SM	072	0024	B00036	Р	402	0	3	0	72		WBL ¹¹ 1 Mile west of US 62 Interchange	52', 72', 52' Continuous Rolled Beam Spans	38.36	On	KY 93	

¹ Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).

² County 070 and 072 stand for Livingston County and Lyon County, respectively, of western Kentucky.

³ Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.

⁴ The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24

⁵ Bridge # stands for bridge type.

⁶ Main spans stands for the number of main spans of the designated bridge.

⁷ Alternative spans stands for the number of alternative spans of the designated bridge.

⁸ Structure length is the total length of bridge including the approaches.

⁹ MP stands for the mile point to which the bridge is logged.

¹⁰ EBL stands for Eastbound lane.

¹¹ WBL stands for Westbound lane.

¹² WPG stands for welded plate girder.

Table 1 I-24 Bridge Type Listing (Continued from Page 92)

District	Status 1	County ²	Route	Bridge Bin #3	Р 4	Type ⁵	Approach	Main Spans ⁶	Approach Spans ⁷	Max Span Length (ft)	Structure Length ⁸ (ft)	Location Description	Bridge Description	MP ⁹	On / Over I-24	Feature Crossed	Drawing #
1	SM	072	0024	B00036		402	0	3	0	80	195	EBL ¹⁰ 1 Mile west of US 62 Interchange	55', 80', 55' Continuous Rolled Beam Spans	38.36	On	KY 93	
1	SM	072	0024	B00037	Р	402	0	4	0	91	305		58', 91', 91', 58' Continuous Composite WF Deck Girder Spans; 34 Degrees	39.51	On	US 62	
1	SM	072	0024	B00037		402	0	4	0	91	305	EBL ¹⁰ over US 62 Interchange	34 Degrees	39.51	On	US 62	
1	RP	072	0295	B00038		402	105	2	2	93	234		2 - 93' Continuous Composite WPG ¹² Spans & 2 - 21' Concrete Box Girder End Bent	40.72	Over	I-24 @ Mile Point 40.72	17146
1	SM	072	0024	B00039		602	0	3	0	71	185	pass	Prestressed I-Beam Span	40.84	On	Knob Creek	
1	SM	072	0024	B00039	Р	602	0	3	0	71	185	WBL ¹¹ 0.05 east of KY 295 Overpass	54.5', 71', 54.5' Continuous Prestressed I-Beam Span	40.84	On	Knob Creek	
1	SM	072	5039	B00040		402	0	2	2	93	240	1 Mile west of Junction KY 93	2 - 93' Continuous Composite WPG 12 Spans & 2 - 27' Box Girder End Bent	42.05	Over	I-24 @ Mile Point 42.05	17147
1	SM	072	0024	B00041	Р	402	0	4	0	70	287	WBL ¹¹ 1 Mile east of WK Parkway Interchange	Composite Steel Beam Spans	42.66	On	Port Authority Road	
1	SM	072	0024	B00041		402	0	4	0	70	287	EBL ¹⁰ 1 Mile east of WK Parkway Interchange	70', 84' ,70' , 56' Continuous non- Composite Steel Beam Spans	42.66	On	Port Authority Road	
1	SM	072	0093	B00042		402	105	2	2	129	323	0.6 Mile north of Junction KY 293	2 - 129' Continuous Composite Plate Girder & 2 - 30' Box Girder End Bent	43.71	Over	I-24 @ Mile Point 43.71	17148
1	SM	072	0293	B00043		402	0	2	0	107		0.25 Mile east of Junction KY 93	Ront	44.69	Over	I-24 @ Mile Point 44.69	17149
1	SM	072	0024	B00044	Р	402	0	5	0	80		293 Over-pass	5 - 80' Continuous WPG ¹² Spans; 45 Degrees Skew	46.65	On	Eddy Creek	
1	SM	072	0024	B00044		402	0	5	0	80	407	EBL ¹⁰ 2 Mile southeast of KY 293 Over-pass	5 - 80' Continuous WPG ¹² Spans; 45 Degrees Skew	46.65	On	Eddy Creek	

¹ Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained). ² County 072 stands for Lyon County of western Kentucky.

³ Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.

⁴ The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24

⁵ Bridge # stands for bridge type.

⁶ Main spans stands for the number of main spans of the designated bridge.

⁷ Alternative spans stands for the number of alternative spans of the designated bridge.

⁸ Structure length is the total length of bridge including the approaches.

⁹ MP stands for the mile point to which the bridge is logged.

¹⁰ EBL stands for Eastbound lane.

¹¹ WBL stands for Westbound lane.

¹² WPG stands for welded plate girder.

Table 1 I-24 Bridge Type Listing (Continued from Page 93)

District	Status 1	County 2	Route	Bridge Bin #3	Р 4	Type ⁵	Approach	Main Spans ⁶	Approach Spans ⁷	Max Span Length (ft)	Structure Length ⁸ (ft)	Location Description	Bridge Description	MP 9	On / Over I-24	Feature Crossed	Drawing #
1	SM	072	5118	B00045		402	105	2	2	108	276	2 Mile east of Junction KY 93	2 - 108' Continuous WPG ¹⁰ Spans; 1 - 24' & 1 - 32' Pier & Cellular Abutments	49.46	Over	I-24	18031
1	SM	072	5123	B00046	Р	302	105	1	2	103		0.6 Mile north of Junction KY 93	1 - 103' Welded Steel Plate Girder & 1 - 28; 20' Concrete Cellular Abutments	50.70	Over	I-24 @ Mile Point 50.70	18032
1	SM	072	5123	B00046		302	105	1	2	103		0.5 Mile north of Junction KY 93	1 - 103' Steel Plate Girder & 2 - 20' Concrete Cellular Abutments	50.70	Over	I-24 @ Mile Point 50.70	18033
1	RP	072	0903	B00047		402	105	2	2	105	266	0.25 Mile north of Junction KY 93	2 - 105' Continuous Welded Steel Plate Girder Spans & 1 - 30; 25' Concrete Cellular Abutments	51.72	Over	I-24 @ Mile Point 51.72	18034
1	SM	072	0024	B00048	Р	602	0	3	0	45	142	or K i 139 interchange	3 - 45' Continuous PCIB 12 Spans	53.42	On	Dry Fork Creek	
1	SM	072	0024	B00048		602	0	3	0	45	142	EBL ¹³ 2 Mile northwest of KY139 Interchange	3 - 45' Continuous PCIB 12 Spans	53.42	On	Dry Fork Creek	
1	PW	072	9001	B00049		402	105	2	2	113	272	EBL ¹³ - I-24 Interchange	113', 104' Continuous Composite WPG ¹⁰ Span & 1 - 25'; 30' Concrete Box Girder End	41.60	Over	I-24 @ Mile Point 41.60	17150
1	PW	072	9001	B00049	Р	402	105	2	2	113	275	WBL ¹¹ I-24 Interchange	113', 104' Continuous Composite WPG ¹⁰ Spans & 30', 25 ' Concrete Box End Bent	41.61	Over	I-24 @ Mile Point 41.60	17150
1	SM	073	0131	B00009		402	0	2	0	118	-	S-Junction KY 284	2 - 118' Continuous Welded Plate Girder Spans; 39 Degrees 12 Minutes		Over		17664
1	SM	073	0068	B00060		402	0	2	0	92		EBL ¹³ 1 Mile south of Junction US 62	Twin (2 - 91.5' Continuous Steel Composite Girder Spans) 0 Degree Skew	16.16	Over	I-24	17449
1	SM	073	0068	B00060	Р	402	0	2	0	92	.7.4.4	WBL ¹¹ 1 Mile south of Junction US 62	Twin (2 - 91.5' Continuous Steel Composite Girder Spans) 0 Degree Skew	16.16	Over	I-24	17449
1	SM	073	0787	B00064		402	0	2	0	94	778	0.6 Mile north of Junction US 68	2 - 94' Continuous Steel Composite Plate Girder Spans, 1 Degree 56 Minutes	16.88	Over	I-24	17450
1	RP	073	3075	B00065		402	0	2	0	92	242	1 Mile southwest of Junction KY 131	2 - 94' Continuous Composite Welded Plate Girder Spans; 14 Degrees Skew	14.09	Over	I-24 @ 14.09	17663

¹ Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).

² County 072 and 073 stand for Lyon County and McCracken County, respectively, of western Kentucky.

³ Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.

⁴ The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24

⁵ Bridge # stands for bridge type.

⁶ Main spans stands for the number of main spans of the designated bridge.

⁷ Alternative spans stands for the number of alternative spans of the designated bridge.

⁸ Structure length is the total length of bridge including the approaches.

⁹ MP stands for the mile point to which the bridge is logged.

¹⁰ WPG stands for welded plate girder.

¹¹ WBL stands for Westbound lane.

¹² PCIB stands for prestressed concrete I-beam.

¹³ EBL stands for Eastbound lane.

Table 1 I-24 Bridge Type Listing (Continued from Page 94)

District	Status 1	County ²	Route	Bridge Bin #3	P 4	Type 5	Approach	Main Spans ⁶	Approach Spans ⁷	Max Span Length (ft)	Structure Length ⁸ (ft)	Location Description	Bridge Description	MP 9	On / Over I-24	Feature Crossed	Drawing #
1	SM	073	0024	B00100		312	403	2	16	730	5634	Ohio River to Metropolis	See Drawing # 17247 & 17471	0.10	On	Ohio River	17247
1	SM	073	0024	B00101	Р	402	0	3	0	54	133	0.5 Mile north of KY 305 Interchange	37', 54', 37' Composite WF Girder Spans; 16 Degrees 19 Minutes 58.5 Seconds Skew	2.21	On	KY 1420	
1	SM	073	0024	B00101		402	0	3	0	54	133	Interchange	37', 54', 37' Composite WF Girder Spans; 16 Degrees 19 Minutes 58.5 Seconds Skew	2.21	On	KY 1420	
1	SM	073	0024	B00102	Р	302	0	1	0	110	142	1.4 Mile north of US 60 Interchange	110' Composite Steel Girder Span; 2 Degrees 5 Minutes Skew	2.96	On	KY 305	
1	SM	073	0024	B00102		302	0	1	0	110	142	1.4 Mile north of US 60 Interchange	110' Composite Steel Girder Span; 2 Degrees 5 Minutes Skew	2.96	On	KY 305	
1	SM	073	0024	B00103	Р	402	0	3	0	74	181	@ MP ⁹ 3.45	51', 74', 51' Composite WF Girder Spans; 31 Degrees 39 Minutes 44.6 Seconds Skew	3.46	On	P&L Railway	
1	SM	073	0024	B00103		402	0	3	0	74	181	EBL ¹¹ over P-I Railroad @ MP ⁹ 3.45	51', 74', 51' Composite WF Girder Spans; 31 Degrees 39 Minutes 44.6 Seconds Skew	3.46	On	P&L Railway	
1	SM	073	0024	B00104	Р	402	0	3	0	69	170		48', 69', 48' Composite WF Girder Spans; 30 Degrees 6 Minutes 31.17 Seconds Skew	3.69	On	P&L Railway	
1	SM	073	0024	B00104		402	0	3	0	69	170	EBL ¹¹ over ICG Railroad @ MP ⁹ 3.69	48', 69', 48' Composite WF Girder Spans; 30 Degrees 6 Minutes 31.17 Seconds Skew	3.69	On	P&L Railway	
1	SM	073	0024	B00105		402	0	2	0	80	224	1.4 Mile south of KY 305 Interchange	2 - 80' Composite Welded Girder Spans; 5 Degrees 19 Minutes 51 Seconds Skew	4.33	On	US 60	
1	SM	073	0024	B00105	Р	402	0	2	0	80	224	1.4 Mile south of KY 305 Interchange	2 - 80' Composite Welded Girder Spans; 5 Degrees 19 Minutes 51 Seconds Skew	4.33	On	US 60	
1	SM	073	0024	B00107	Р	204	0	3	0	50	115	WBL ¹⁰ 0.27 Mile southeast of US60 Interchange	30', 50', 30' Continuous Reinforced Concrete Deck Girder Spans; 15 Degrees Skew	4.59	On	Perkins Creek Channel CH	
1	SM	073	0024	B00107		204	0	3	0	50	115	EBL ¹¹ 0.27 Mile southeast of US60 Interchange	30', 50', 30' Continuous Reinforced Concrete Deck Girder Spans; 15 Degrees Skew	4.59	On	Perkins Creek Channel CH	

¹ Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained). ² County 073 stands for McCracken County of western Kentucky.

³ Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.

⁴ The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24

⁵ Bridge # stands for bridge type.

⁶ Main spans stands for the number of main spans of the designated bridge.

⁷ Alternative spans stands for the number of alternative spans of the designated bridge.

⁸ Structure length is the total length of bridge including the approaches.

⁹ MP stands for the mile point to which the bridge is logged.

¹⁰ WBL stands for Westbound lane.

¹¹ EBL stands for Eastbound lane.

Table 1 I-24 Bridge Type Listing (Continued from Page 95)

District	Status 1	County ²	Route	Bridge Bin #3	Р 4	Type ⁵	Approach	Main Spans ⁶	Approach Spans ⁷	Max Span Length (ft)	Structure Length ⁸ (ft)	Location Description	Bridge Description	MP ⁹	On / Over I-24	Feature Crossed	Draw- ing #
1	SM	073	0024	B00111		602	0	3	0	51	121	US60 Interchange	31', 51', 31' PCIB ¹¹ Spans (Continuous)	5.60	On	Buchner Lane	
1	SM	073	0024	B00111	Р	602	0	3	0	51		WBL ¹² 0.50 Mile northwest of US62 Interchange	31', 51', 31' Continuous PCIB ¹¹ Spans	5.60	On	Buchner Lane	
1	SM	073	0024	B00112		402	2	2	2	85			85', 85' Continuous Composite Prestressed Girder Spans; 2 - 12' Concrete Cellular Abutments	6.87	On	US 45	
1	SM	073	0024	B00112	Р	402	2	2	2	85			85', 85' Continuous Composite Prestressed Girder Spans; 2-12' Concrete Cellular Abutments	6.87	On	US 45	
1	SM	073	0024	B00113		606	0	4	0	105	337	Interchange	60', 105', 105', 60' Prestressed Concrete Spread Box Beams	7.36	Over	I-24 @ Elmdale Road	19189
1	SM	073	0024	B00114		402	0	5	0	98	400	US45 Interchange	77', 98', 98', 98', 77' Continuous Steel Plate Girder Spans	9.77		P&L Railroad Pool Road - CR 5034G	
1	SM	073	0024	B00114	Р	402	0	5	0	98	400	US45 Interchange	77', 98', 98', 98', 77' Continuous Steel Plate Girder Spans	9.77		P&L Railroad Pool Road - CR 5034G	
1	SM	073	0024	B00115	Р	402	0	3	0	53	143	KY1954 O	43', 53', 43' Continuous Welded Steel	10.32	On	Island Creek	
1	SM	073	0024	B00115		402	0	3	0	53	143	994 U	43', 53', 43' Continuous Welded Steel	10.32	On	Island Creek	
1	SM	073	0024	B00116	Р	402	0	2	0	96	197	US 45 Interchange	96', 96' Continuous Welded Steel Girder Spans	11.04		KY 1954 (Husband Road)	
1	SM	073	0024	B00116		402	0	2	0	96	197	US 45 interchange	96', 96' Continuous Welded Steel Girder Spans	11.04	On	KY 1954 (Husband Road)	
1	SM	073	0024	B00117		119	0	2	0	15	34		Double 14' x 6' x 230' Reinforced Concrete Box Culvert; 25 Degrees Skew	11.44	On	Bee Bridge of Island Creek	
1	SM	073	0024	B00118	Р	402	0	3	0	71	191		57', 71', 57' Continuous Welded Steel Plate Girder Spans	11.98	l ()n	Old L & N Railroad Bed	

¹ Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).

² County 073 stands for McCracken County of western Kentucky.

³ Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.

⁴ The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24

⁵ Bridge # stands for bridge type.

⁶ Main spans stands for the number of main spans of the designated bridge.

⁷ Alternative spans stands for the number of alternative spans of the designated bridge.

Structure length is the total length of bridge including the approaches.

MP stands for the mile point to which the bridge is logged.

¹⁰ EBL stands for Eastbound lane.

¹¹ PCIB stands for prestressed concrete I-beam

¹² WBL stands for Westbound lane.

Table 1 I-24 Bridge Type Listing (Continued from Page 96)

District	Status 1	County ²	Route	Bridge Bin #3	Р 4	Type ⁵	Approach	Main Spans ⁶	Approach Spans ⁷	Max Span Length (ft)	Structure Length ⁸ (ft)	Location Description	Bridge Description	MP 9	On / Over I-24	Feature Crossed	Drawing #
1	SM	073	0024	B00118		402	0	3	0	71	404	EBL ¹⁰ over Old L&N Bed@ MP ⁹ .1	57', 71', 57' Continuous Welded Steel Plate Girder Spans	11.98	On	Old L & N Railroad Bed	
1	SM	073	0024	B00119	Р	302	505	1	2	101	172	WBL ¹¹ 3.5 Mile west US 68 Interchange	1 - 101' Welded Plate Girder Span & 1 - 33.5' & 1 - 37.5' Concrete Box Girder Bent	12.60	On	KY 450 (Oaks Road)	
1	SM	073	0024	B00119		302	105	1	2	101	172	EBL ¹⁰ 3.5 Mile west US 68 Interchange	1 - 101' Welded Plate Girder Span & 1 - 33.5', 1 - 37.5' Concrete Box Girder	12.63	On	KY 450 (Oaks Road)	
1	SM	073	0024	B00120	Р	402	0	3	0	200	486	WBL ¹¹ 0.80 west of KY3075 Over-pass	140', 200', 140' Continuous Welded Steel Plate Girder Spans	13.30	On	Clarks River	
1	SM	073	0024	B00120		402	0	3	0	200	486	EBL ¹⁰ 0.60 east of KY 450 Over-pass	140', 200', 140' Continuous Welded Steel Plate Girder Spans	13.30	On	Clarks River	
1	SM	073	0062	B00121		402	0	2	0	105	260	1 Mile west of Junction US 45	105', 105' Continuous Composite Welded Plate Girder Spans & 1 - 20' & 1 - 30' Concrete Box	6.39	Over	I-24	18647
1	SM	073	0994	B00122		402	101	2	2	108	256	Over I-24 @ MP ⁹ 8.61	108', 108' Continuous Composite Welded Plate Girder Spans; 2 - 20' Concrete Cellular Abutments	8.61	Over	I-24	18823
1	SM	079	1042	B00081		302	0	2	0	94	141	1 Mile south of Junction US 62	1 - 94' Welded Steel Plate Girder over EBL ¹⁰ , 6 Degrees 30 Minutes Skew	18.33	Over	I-24	17349
1	SM	079	1042	B00081	Р	302	0	2	0	94	138	1 Mile south of Junction US 62	1 - 94' Welded Steel Plate Girder over WBL ¹¹ 6 Degrees	18.33	Over	I-24	17349
1	SM	079	0024	B00082	Р	119	0	1	0	24	26	WBL ¹¹ 0.60 Mile west of KY1610 O	24' x 9' x 75'; Reinforced Concrete Culvert; On WBL ¹¹ Fill = 4.3'	19.74	On	Little Cypress Creek	
1	SM	079	0024	B00082		119	0	1	0	24	26	EBL ¹⁰ 0.60 Mile west of KY1610 O	24' x 9' x 62' Reinforced Concrete Culvert ; EBL ¹⁰ Fill = 3.02'	19.74	On	Little Cypress Creek	
1	RP	079	1610	B00092		302	0	2	0	94	323	0.80 Mile south of Junction US 62	2 - 94' Welded Plate Girder Spans	20.40	Over		17699
1	SM	079	0095	B00109		402	0	4	0	92	230	0.80 Mile south of Junction US 62	2 - 91.6' Continuous non-Composite Welded Plate Girder & 1 - 25', 1 - 22' Box Girder Spans	24.42	Over	I-24 @ Mile Point 24.42	18317

Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).
 County 073 and 079 stand for McCracken County and Marshall County, respectively, of western Kentucky.
 Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.

⁴ The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24

⁵ Bridge # stands for bridge type.

⁶ Main spans stands for the number of main spans of the designated bridge.

⁷ Alternative spans stands for the number of alternative spans of the designated bridge.

⁸ Structure length is the total length of bridge including the approaches.

⁹ MP stands for the mile point to which the bridge is logged.

¹⁰ EBL stands for Eastbound lane.

¹¹ WBL stands for Westbound lane.

Table 1 I-24 Bridge Type Listing (Continued from Page 97)

District	Status 1	County ²	Route	Bridge Bin #³	P 4	Type ⁵	Approach	Main Spans ⁶	Approach Spans ⁷	Max Span Length (ft)	Structure Length ⁸ (ft)	Location Description	Bridge Description	MP 9	On / Over I-24	Feature Crossed	Drawing #
1	SM	079	0024	B00111		403	105	2	2	91	232	1.2 Mile north of Junction US 68	2 - 91.5' Continuous non-Composite Welded Plate Girder & 1 - 19.5', 1 - 29' Box Girder	22.12	Over	I-24 @ Mile Point 22.11	18083
1	SM	079	0024	B00112		403	105	2	2	94	251	68	2 - 94' Continuous non-Composite Welded Plate Girder's; & 1 - 27, 1 - 30' Box Girders	23.39	Over	I-24 @ Mile Point 23.39	18174
1	SM	079	0024	B00113		403	105	2	2	86	218	EBL ¹⁰ 1.7 Mile NE-JP Parkway Interchange	2 - 85' 9" Continuous Welded Plate Girder Spans & 2 - 23' Box Girders	26.56	On	US 62	
1	SM	079	0024	B00113	Р	402	106	2	2	86	218	WBL ¹¹ 1.7 Mile NE-JP Parkway Interchange	2 - 85' 9" Continuous Welded Plate Girder Spans; 2 - 23' Box Girder Spans	26.56	On	US 62	
1	SM	079	0024	B00114	Р	502	105	2	2	80	193	WBL ¹¹ 1.7 Mile southwest US 62 Interchange	2 - 80' Prestressed Concrete Spans; 1 - 14', 1 - 20' Box Girders	24.94	On	Jackson Purchase Parkway	
1	SM	079	0024	B00114		505	105	2	2	80	193	EBL ¹⁰ 1.7 Mile southwest US 62 Interchange	2 - 80' Prestressed Concrete Spans; 1 - 14', 1 - 20' Box Girders	24.94	On	Jackson Purchase Parkway	
1	SM	079	0024	B00115	Р	402	0	3	0	42	115	WBL ¹¹ 1.0 Mile east of US62 O	33', 42', 33' Continuous non-Composite Steel Beam Spans; 27 Degrees	27.55	On	Cypress Creek Canal	
1	SM	079	0024	B00115		402	0	3	0	42	115	EBL ¹⁰ 1.0 Mile east of US62 O	33', 42', 33' Continuous non-Composite Steel Beam Spans; 27 Degrees	27.55	On	Cypress Creek Canal	
1	SM	079	0024	B00116		402	0	3	0	60	156	EBL ¹⁰ @ MP ⁹ 28.503 over ICG Railroad	48', 60', 48' Continuous non-Composite Steel Beam Spans	28.50	On	P&L Railway	
1	SM	079	0024	B00116	Р	402	0	3	0	60	156	WBL ¹¹ @ MP ⁹ 28.503 over ICG Railroad	48', 60', 48' Continuous non-Composite Steel Beam Spans	28.50	On	P&L Railway	
1	SM	079	0024	B00117		402	0	3	0	96	216	EBL ¹⁰ 0.50 west of Tenn. RV B	60', 96', 60' Continuous non-Composite WS Girder Spans	28.66	On	KY 282	
1	SM	079	0024	B00117	Р	402	0	3	0	96	216	WBL ¹¹ 0.50 west of Tenn. RV B	60', 96', 60' Continuous non-Composite WS Girder Spans	28.66	On	KY 282	
1	SM	079	0024	B00118		312	403	1	8	534	2108	EBL ¹⁰ over Tenn. River	8 - 195' Continuous Welded Plate Girder & 1 - 534.2' Simple Weld Tied Arch	29.14	On	Tenn. River	

¹ Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).

County 079 stands for Marshall County of western Kentucky.
 Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.

⁴ The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24

⁵ Bridge # stands for bridge type.

⁶ Main spans stands for the number of main spans of the designated bridge.

⁷ Alternative spans stands for the number of alternative spans of the designated bridge.

⁸ Structure length is the total length of bridge including the approaches.

⁹ MP stands for the mile point to which the bridge is logged. ¹⁰ EBL stands for Eastbound lane.

¹¹ WBL stands for Westbound lane.

Table 1 I-24 Bridge Type Listing (Continued from Page 98)

District	Status 1	County ²	Route	Bridge Bin #3	P 4	Type ⁵	Approach	Main Spans ⁶	Approach Spans ⁷	Max Span Length (ft)	Structure Length ⁸ (ft)	Location Description	Bridge Description	MP ⁹	On / Over I-24	Feature Crossed	Drawing #
1	SM	079	0024	B00118	Р	312	0	9	0	534	2108		8 - 195' Continuous Welded Plate Girder & 1 - 534.2' Simple Weld Tied Arch	29.15	On	Tenn. River	
1	SM	079	0024	B00136		119	0	2	0	12			Double 12' x 4' x 203' Reinforced Concrete Box Culvert	24.37	On	Bridge - Little John CK	
1	SM	111	0024	B00027	Р	402	0	3	0	61		WBL ¹⁰ 1.1 Mile east of US 68 Over-pass	Twin (45', 61', 41' Continuous Composite Steel Beam Spans) 13 Degrees 46 Minutes	66.54	On	TRW Railroad	
1	SM	111	0024	B00027		402	0	3	0	61			Twin (45', 61', 41' Continuous Composite Steel Beam Spans) 13 Degrees 46 Minutes	66.54	On	TRW Railroad	
1	SM	111	0024	B00043		205	0	2	0	105	262	KY 1585	2 - 105' Continuous Reinforced Concrete Box Girder Spans; 25 Degrees 45 Minutes 26 Seconds Skew	67.10	Over	I-24	17583
1	SM	111	0024	B00044	Р	303	0	1	0	113		WBL ¹⁰ 4.7 Mile west of Christian County	Twin (2 - 112.5' Simple Plate Girder Spans) 10 Degrees 31 Minutes 40 Seconds	65.35	On	US 68	
1	SM	111	0024	B00044		303	0	1	0	113	1211	EBL ¹¹ 4.7 Mile west of Christian County	Twin (2 - 112.5' Simple Plate Girder Spans) 10 Degrees 31 Minutes 40 Seconds	65.35	On	US 68	
1	SM	111	0024	B00045		402	0	2	0	120	317		2 - 120.25' Continuous Welded Plate Girder Spans; 40 Degrees 20 Minutes 50 Seconds	63.95	Over	I-24 @ Mile Point 63.95	18590
1	SM	111	6049	B00047		402	105	3	2	121			97', 121', 97' Continuous Welded Plate Girder Spans; 1 - 29', 31' Concrete Cellular Abutments	59.28	Over	I-24 @ Mile Point 59.25	18727
1	SM	111	0024	B00048		402	0	4	0	90	.307	County	Spans; 45 Degrees Skew	60.28	On	Muddy Fork Creek	
1	SM	111	0024	B00048	Р	402	0	4	0	90	307	4.8 Mile west of US 68	Degrees	60.28	On	Muddy Fork Creek	
1	SM	111	6051	B00049		402	105	2	2	99	267	124	31', 34' Concrete Cellular Abutments	60.50	Over	I-24 @ Mile Point 60.50	18729
1	SM	111	0024	B00050		402	0	2	2	93	226		2 - 93' Continuous Welded Plate Girder Spans & 22', 15' Concrete Cellular Abutments	62.11	Over	I-24 @ Mile Point 62.11	18730

¹ Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained). ² County 079 and 111 stand for Marshall County and Trigg County, respectively, of western Kentucky.

³ Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.

⁴ The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24

⁵ Bridge # stands for bridge type.

⁶ Main spans stands for the number of main spans of the designated bridge.

⁷ Alternative spans stands for the number of alternative spans of the designated bridge.

⁸ Structure length is the total length of bridge including the approaches.

⁹ MP stands for the mile point to which the bridge is logged.

¹⁰ WBL stands for Westbound lane.

¹¹ EBL stands for Eastbound lane.

Table 1 I-24 Bridge Type Listing (Continued from Page 99)

District	Status 1	County ²	Route	Bridge Bin #³	P 4	Type ⁵	Approach	Main Spans ⁶	Approach Spans ⁷	Max Span Length (ft)	Structure Length ⁸ (ft)	Location Description	Bridge Description	MP 9	On / Over I-24	Feature Crossed	Drawing #
2	SM	017	0139	B00065		402	0	2	0	94	232	O.77 WING HOLLITOF THISS	2 - 94' Welded Steel Plate Girder Spans; 5 Degrees Skew	55.63	Over	I-24	18396
2	RP	017	0276	B00066		302	0	1	0	120	165	1.5 Mile east of Junction KY 139	1 - 120' Welded Steel Plate Girder Span	57.10	Over	I-24	18453
2	RP	017	0276	B00066	Р	302	0	1	0	120		1.5 Mile east of Junction KY 139	1 - 120' Welded Steel Plate Girder Span	57.11	Over	I-24	18454
2	SM	024	0024	B00090		402	0	3	0	87	209	of KY 272 O	Twin (58.5', 87', 58.5' Continuous Composite Steel Beam Spans); 22 Degrees	70.52		Sinking Fork Creek	
2	SM	024	0024	B00090	Р	402	0	3	0	87		WBL ¹¹ 0.20 Mile northwest of KY 272 O	Twin (58.5'-87'-58.5' Continuous Composite Steel Beam Spans); 22 Degrees	70.52		Sinking Fork Creek	
2	RP	024	0272	B00121		206	0	2	0	102	267		2 - 101.6' Continuous Reinforced Concrete Box Girder Spans; 24 Degrees 21 Minutes 31 Seconds Skew	70.90	Over	I-24	18182
2	SM	024	0024	B00122	Р	302	0	1	0	132	189	3 Mile southeast of Trigg County Line	1 - 132' Composite Plate Girder Span; 26 Degrees 18 Minutes 14 Seconds Skew	72.69	On	KY 117	
2	SM	024	0024	B00122		302	0	1	0	132	191	3 Mile southeast of Trigg County Line	1 - 132' Composite Plate Girder Span; 26 Degrees 18 Minutes 14 Seconds Skew	72.69	On	KY 117	
2	SM	024	0164	B00123		206	0	2	0	95	243		2 - 95' Reinforced Concrete Box Girder Spans; 13 Degrees 33 Minutes 47 Seconds Skew	73.86	Over	I-24	18184
2	RP	024	0695	B00124		402	0	2	0	93	222		2 - 93' Continuous Plate Girder Spans; 4 Degrees 37 Minutes 25 Seconds Skew	76.07	Over	I-24	17997
2	SM	024	0024	B00125	Р	402	0	3	0	100			70', 100', 70' Continuous Plate Girder Spans; 30 Degrees Skew	78.93	On	Little River	
2	SM	024	0024	B00126		402	0	3	0	100			70', 100', 70' Continuous Plate Girder Spans; 15 Degrees Skew	78.93	On	Little River	
2				B00127		402	0	2	0	100	244		2 - 100' Continuous Plate Girder Spans; 2 Degrees 35 Minutes 31 Seconds Skew	79.93	Over	I-24	17999

¹ Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).

² County 017 and 024 stand for Caldwell County and Christian County, respectively, of western Kentucky.

³ Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.

⁴ The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24

⁵ Bridge # stands for bridge type.

⁶ Main spans stands for the number of main spans of the designated bridge.

⁷ Alternative spans stands for the number of alternative spans of the designated bridge.

⁸ Structure length is the total length of bridge including the approaches.

⁹ MP stands for the mile point to which the bridge is logged.

¹⁰ EBL stands for Eastbound lane.

¹¹ WBL stands for Westbound lane.

Table 1 I-24 Bridge Type Listing (Continued from Page 100)

District	Status 1	County ²	Route	Bridge Bin #3	Ъ 4	Type 5	Approach	Main Spans ⁶	Approach Spans ⁷	Max Span Length (ft)	Structure Length ⁸ (ft)	Location Description	Bridge Description	MP 9	On / Over I-24	Feature Crossed	Drawing #
2	SM	024	0024	B00128		402	104	2	2	135	296		117', 135' Continuous Composite Plate Girder Spans; 31 Degrees 10 Minutes 18 Seconds	82.82	Over	I-24	18000
2	SM	024	0024	B00129		402	0	2	0	125	314		2 - 125' Continuous Composite Plate Girder Spans; 38 Degrees 49 Minutes 23 Seconds	85.56	On	US 41-A	
2	SM	024	0024	B00129	Р	402	0	2	0	125	314		2 - 125' Continuous Composite Plate Girder Spans; 38 Degrees 49 Minutes 23 Seconds	85.56	On	US 41-A	
2	SM	024	0024	B00130	Р	602	0	3	0	56			55.63', 56.25', 55.63' Continuous Prestressed I-Beam Spans; 41 Degrees 54 Minutes	86.01		ND (NAT Defense) Railroad	
2	SM	024	0024	B00130		602	0	3	0	56			55.63', 56.25', 55.63' Continuous Prestressed I-Beam Spans; 41 Degrees 54 Minutes	86.01		ND (NAT Defense) Railroad	
2	RP	024	0115	B00131		402	0	2	0	103	250		2 - 103' Continuous Composite Plate Girder Span; 12 Degrees 30 Minutes Skew	88.72	Over	I-24	18471
2	SM	024	0024	B00132	Р	402	0	3	0	130	325		94.96', 129.94', 94.96' Continuous Composite Plate Girder Spans; 0 Degree	91.35	On	West Fork Red River	
2	SM	024	0024	B00132		402	0	3	0	130			94.96', 129.94', 94.96' Continuous Composite Plate Girder Spans; 0 Degree	91.35	On	West Fork Red River	
2	SM	024	0024	B00133		402	104	2	2	147	358	Juliculoti KT 1001	2 - 147' Continuous Composite Plate Girder Spans; 46 Degrees 20 Minutes Skew				18474
2	SM	024	0024	B00134		402	104	2	2	133	318	0.2 Mile north of Tenn. State Line	2 - 133' Continuous Composite Plate Girder Spans; 40 Degrees 10 Minutes Skew	92.98	Over	I-24	18476

¹ Status is defined as SM (State Maintained) or RS (Rural Secondary) or County (Locally Maintained).

² County 024 stands for Christian County of western Kentucky.

³ Bridge bin # is as appears in the Kentucky Transportation Cabinet bridge inventory.

⁴ The letter P, as defined in the Kentucky Transportation Cabinet bridge inventory, stands for a parallel bridge which is located westbound on I-24

⁵ Bridge # stands for bridge type.

⁶ Main spans stands for the number of main spans of the designated bridge.

⁷ Alternative spans stands for the number of alternative spans of the designated bridge.

⁸ Structure length is the total length of bridge including the approaches.

⁹ MP stands for the mile point to which the bridge is logged.

¹⁰ EBL stands for Eastbound lane.

¹¹ WBL stands for Westbound lane.

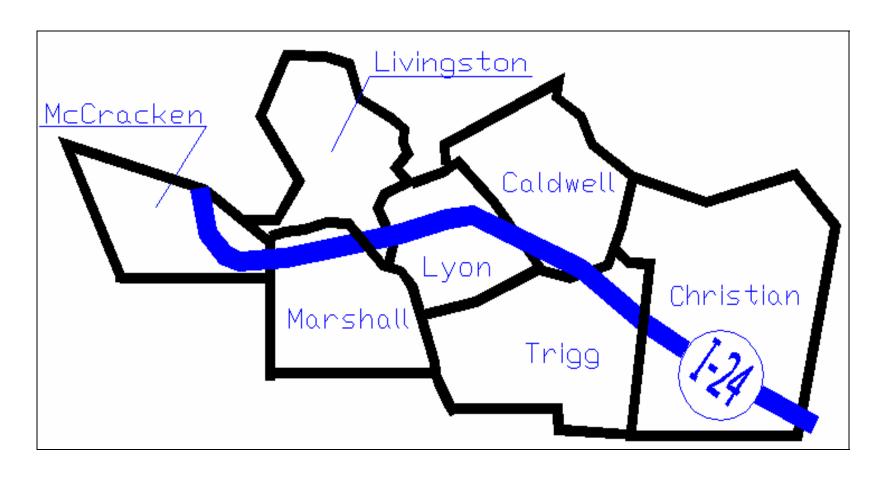


Figure 1 Interstate Highway 24 Crossing Kentucky

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